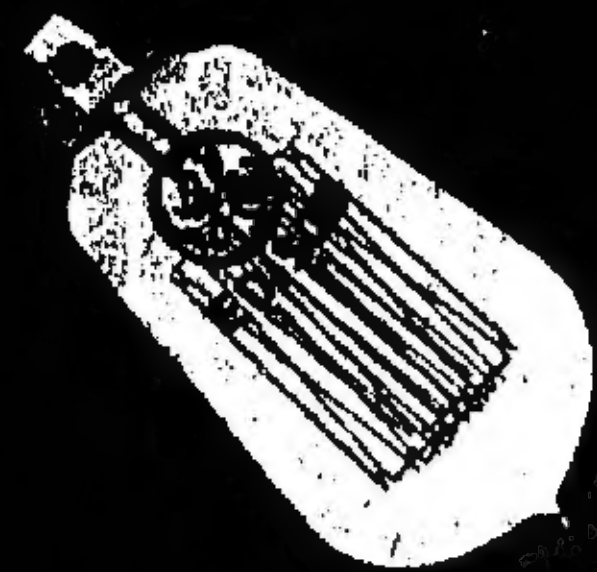


EDISON LAMPS



FROM THE OPTICAL DEALERS

# The Hongkong Telegraph.

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MONDAY, MARCH 14, 1921.

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## AERIAL WARFARE OF THE FUTURE.

### Dropping Poisonous Liquid.

(Reuter's Service.)

London, March 13. Appalling possibilities of aerial warfare in the future are suggested by the claim of an officer in the United States Chemical Warfare Service that a liquid poison has been discovered, three drops of which will kill anybody whose skin it touches. Falling rainlike from nozzles attached to the aeroplane, it will kill practically everyone in its path, it is declared. The supply of the necessary raw materials is practically unlimited.

## PRESIDENT HARDING'S FOREIGN POLICY.

### Firmness Over Mandates.

Washington, March 14. Authoritative circles state that President Harding's policy in regard to a settlement of the problems arising from the war does not differ materially from Mr. Wilson's. Adjustment of the differences over the Yap Island and Mesopotamia mandates will be insisted upon with the same firmness as by the previous Administration. Confidence is expressed that amicable adjustments will be reached. It is understood that President Harding has definitely selected Colonel George Harvey, editor of the *North American Review* as Ambassador to Britain.

## SENSATIONAL DIVORCE SUIT IN AMERICA.

### Millionaire Banker Cites Indian Guide.

New York, March 13. The newspapers are publishing sensational accounts of forthcoming divorce proceedings, in which Mr. James A. Stillman, the millionaire President of the National City Bank, cites as co-respondent Fred Beauvais, a guide at Three Rivers, Quebec, who is partly a French Canadian, partly an Indian, standing six feet, aged twenty-six, single. Mrs. Stillman is a daughter of the actress, Mrs. Brown Potter.

## ITALIAN WARSHIP TO VISIT FAR EAST.

Naples, March 13. The warship *Lybia* has left for a journey around the world, going via Panama to Japan and China. The *Lybia* will call at Tokyo.

(Other Telegrams on Page 2.)

## BANVARD COMPANY.

### Another Bumper House.

Once again the Theatre Royal was packed on Saturday night, when the Banvard Musical Comedy Company gave a repeat performance of "Coming Down." It was an evening of unalloyed enjoyment to all who attended. The revue was splendidly staged, some really magnificent dresses being worn, whilst the scenery was also excellent. All the members of the cast were in tip-top form, and there were many encores demanded and granted. After an evening full of good singing, clever dancing and abundant good humour, the audience left the theatre regretting that such a delightful show had come to an end. To-night the Company stages a new attraction—"Castles in Spain."

### A NEW ARTISTE.

The P. & O. mail steamer *Khyber* has brought out from home relief crews for the China Station river boats, in all some 250 Officers and C. R. under the Commander Julian Harrison, D.S.O.

The men declare they have had a right royal time all the way from Tilbury, particularly in the matters of sport and entertainment and they desire us to extend their warmest thanks to the ship's officers and passengers, and, especially to Miss Maude Lake, of the Banvard Musical Opera Company, for entering so heartily with the numerous successful efforts to provide amusements and secure their welfare.

In Miss Maude Lake the Banvard Company has found a particularly bright London star, to lead the already powerful cast now playing at the Theatre Royal. Full of vivacity added to a natural grace and charm of manner, this young lady is the happy possessor of a glorious soprano of the rarest flexibility and purest quality. It landed her at the top of the tree in most of Mr. Geo. Danes' London productions, whilst still in her teens. Chief amongst the triumphs "The Quaker Girl," the revival of "Florodora" and the "Girl on the Film" come easily to memory and more recently we remember

## RICE CASE SETTLED.

### By Payment to Plaintiffs.

Mr. Justice H.H.J. Gompertz, the acting Chief Justice, and a special jury were engaged again this morning in hearing the suit of the Chang Sing firm against S. Osawa and Co. for damages for breach of contract.

Mr. F.C. Jenkin, instructed by Mr. Bulmer Johnson, appeared for the plaintiffs, and the Hon. Mr. H. E. Pollock K.C., instructed by Mr. Blake, for the defendants.

Mr. Pollock said he was happy to announce that a settlement had been arrived at between the parties in this action.

The Chief Justice:—Finally settled?

Mr. Pollock:—I do not know whether your Lordship wishes to know what the terms of settlement are.

Mr. Jenkin:—I would like your Lordship to know.

Mr. Pollock:—The terms are that the defendants pay to the plaintiffs before one o'clock to-day the sum of \$13,175, such sum to include the fees of counsel etc., and also payment to the jury. It is an inclusive sum.

The Chief Justice:—The terms of settlement will be entered.

Mr. Jenkin pointed out that the claim was for \$10,000 odd whereas the defendants had agreed to pay \$13,175. He mentioned this in view of the fact that the defendants had represented that the plaintiffs tried to give them rice that "was not according to sample."

the leading parts she has taken in the "Country Girl" (revival), "The Bing Boys" and "Tina". To the writer Miss Lake has confessed that "Dolores" of "Florodora" appeals to her most, but she naively added:—"I love all my characters and am ever so happy in the knowledge that my voice gives pleasure to you all." This is Miss Lake's initial venture away from the homeland. Hongkong is privileged in having the opportunity of first extending a welcome to this brilliant artiste.

## A MURDER.

### Discovery at Castle Peak.

The discovery of the body of a man in the path-way leading to the Buddhist temple at Castle Peak Bay is being investigated by the Police. A patrolling policeman came across the body and from a number of wounds on the face and body, it is surmised that the deceased came to a violent end at the hands of a ferocious assailant. Continuing his investigations, the policeman entered the temple where the sound of groans told him that there was another victim to the assault. His surmises were confirmed when, entering the cockpit, he found a man lying in a pool of blood suffering from wounds in the leg, which, though not very serious, had occasioned much loss of blood.

The story which the injured man related to the policeman was to the effect that he was attacked with a chopper whilst in the cockpit, and that whilst the assault was in progress the assailant left him to pursue his companion, who was endeavouring to escape from the building. What ensued after this the injured man was unable to say, but, judging from the position of the body, there must have been a struggle before the dead man succumbed to the attack made on him.

No arrests have yet been made.

## DAY BY DAY.

The s.s. *Anyo Maru*, announced to be sailing to South America to-morrow, will now sail on Wednesday, the 16th.

There was removed to the Government Civil Hospital yesterday a Chinese male, 39 years of age, who received injuries in a motor car accident at Queen's Road West.

Early yesterday morning a motor car (No. 433) ran into a ricksha at Queen's Road East, and the impact threw the fare on to the road. No injuries to coolie or passenger were caused, though the ricksha sustained a severe crash.

In an attack made on him by a gang of young Chinese was stabbed in the lips and neck and was, as a result, removed to the Government Civil Hospital. The attack, which occurred yesterday, was followed by the arrests of three Chinese suspected of being implicated in the incident.

The C.P.O.S. Montague which arrived here on Saturday, had on board a number of old hands of the Police Force. They are Sub-Inspector Bond, Inspector Brown, Sergeant Marks and Inspector Robert Macdonald. The latter was accompanied by Mrs. Macdonald, the marriage having taken place during his stay at home.

A Chinese has been arrested by the Police in connection with a murderous assault on a young Chinese who was yesterday removed to the Kwong Wah Hospital suffering from cut wounds on the face. On the same day the institution received another patient in the person of a Chinese who in a fight at Cooke Street, Hungnam, sustained a number of wounds on the head. His assailant was not identified.

An aged Chinese fell from a tramcar on Saturday, and was caught against the side of a motor car which was coming up from the opposite direction. The accident resulted in severe injuries for the unlucky victim who was removed to the Government Civil Hospital. In another case a young Chinese woman who dropped from a moving tramcar at Prince's

## WEEK-END FIRES.

### Busy Time for Firemen.

The week-end witnessed an unprecedentedly large number of fires which kept the firemen busily engaged. No fewer than six outbreaks were dealt with, and of these two which came within a short interval of one another, illustrated that the life of a local fireman is not always one of ease.

A call on Friday evening brought the Brigade to the scene of the outbreak which was in premises occupied by the Hip Woo and the Kwong Shun Cheong firms of rattan dealers, Des Voeux Road. The fire was dealt with in a prompt manner, and was extinguished before it had attained progress enough to destroy the premises. As it turned out, the ground floors, where the fire originated, were partially destroyed. The damage is covered by insurance with the Tung On and South China Insurance Companies for a respective policy of \$3,000.

Saturday night proved to be a period of exertion for the Brigade. The first of the series of outbreaks occurring on this date made a small beginning, in the form of a small chimney fire occurring in a house near the Wing On Store, which was put out without much difficulty. At 9 p.m. a fresh call came from Hollywood Road as the result of a fire occurring in one of the houses. As with the preceding one, this alarm was regarded as "being greatly exaggerated." The firemen found that the task confronting them was one of repairing the damage caused by the overturning of a lamp. A few buckets of water easily returned matters to their original state.

About an hour later the repose of the firemen was again rudely interrupted by an alarming report from the central district. The block of buildings tenanted by Messrs. Lane, Crawford and Co. was reported to be on fire. On arrival on the scene, flames and smoke were seen to issue from a back widow, and occasioned alarm to residents of the King Edward Hotel. The occurrence was dealt with in a commendable manner by the firemen. Crawling through the smoke into a narrow door at the back which gave access to the room where the outbreak evidenced itself, the firemen were thus enabled to bring the hoses into play and within an hour their efforts took effect. It was then discovered that a number of mattresses which had been placed with the Company for renovation, had given rise to the fire, by what agency it is not known. The room itself was a small cubicle built out of a half floor, and where the flames had failed to cause damage, water destroyed some articles, such as cigars, etc. in the floor beneath.

The damage which is covered by insurance is estimated at \$25,000. Scarcely had this outbreak been attended to, than a fresh call came from Repulse Bay. The equipment that had been brought up to deal with the central fire was at once rushed to the Bay, and there brought into operation against a matched situated in the rear of the Hotel premises and stated to be used by coolies. The structure was well alight when the firemen arrived and was destroyed with all its contents.

was severely injured by the fall, and died on her way to Hospital.

A Chinese woman, who resolved to end an unhappy life in the cold waters of the harbour, was yesterday seen to jump into the harbour. She was as promptly rescued, but not before a few gallons of brine had been imbibed internally. She is now lying in a state of mental and physical exhaustion at the Government Civil Hospital. Report has it that her husband had lately undergone a change in his affection, thus hastening the resolution which the unhappy woman had formed to end her life.

## CURRENT COIN.

### (By "Mercator.")

The general feeling that we should have trade recovery shortly has not been realised. Trade continues to be very rotten. The continuance of the slump in the United States must jeopardise our chance of recovery. Considerable reductions in the prices of many commodities have failed to encourage buying on the part of the dealers, and there has been no improvement in our export market worth recording. Prices of almost every commodity continue low, and in spite of the serious drop in exchange this has not induced any buying from foreign countries of South China products. Distrust is in the air. That the canker of world-wide financial unrest is at the bottom of the main commercial problems of the day is undoubted, and apparently there is no effectual remedy except time. All markets are naturally upset because they find that they have goods to sell bought at high prices at a time when they could buy sixty per cent cheaper.

In connection with the wholesale cancellation of piece-goods contracts, the *Manchester Guardian* has some very pertinent remarks to make; especially with regard to the agitation of the Delhi Piece-Goods Association to get the Manchester mills to accept payment in rupees reckoned at 2s. each, although the rate of exchange is 1s. 4d. "The average opinion on this market," says the *Manchester Guardian*, "is that India cannot have it two ways. She must bear her burdens, just as we have to bear ours. There would have been no complaints and no talk of cancellations, even for late delivery, if values were ascending instead of descending. This market has been caught as India has been caught. Just however as Manchester would not try to get out of its contracts because it was found they had been placed on too low a basis, so we must expect the same high standard of conduct when the reverse is the case." Needless to say, these remarks apply as much to what has happened in Hongkong and Shanghai as to India.

The produce market is dull. Nothing of exceptional interest has transpired during the week. The rice market is looking up a bit, owing to the demand from Canton, Swatow and Amoy. The quality of the new Saigon rice is not up to the standard of previous years. It is possible that later on the quality may improve. Reports from Saigon state that the unfavourable rainy weather during December-January has reduced the prospect of the crop by 3/10th and a percentage of yellow grains above the average must be expected. Taking into consideration the large amount of paddy of the old crop which has not been exported, it is estimated that the exportable surplus will be about a million tons this year. The local rice market has gone up during the week some 30 cents per picul. It is reported that the Philippines Government intends to prohibit the importation of rice very soon. The Government of Indo-China has reduced the tax on the exportation of rice from Saigon to foreign countries by 57 cents for 100 kilos or about 35 cents per picul. There is very little rice coming from Haiphong.

There is very little doing in other directions. The market for essential oils is quiet although some business was transacted during the week in aniseed oil at \$96 per picul. Cassia oil is not quoted at the rate being \$145 for 70/75 per cent, \$155 for 75/80 per cent, and \$165 for 80/85 per cent. Peanut oil is quoted at \$19 per picul, the rate being strong at \$19 per picul. In aniseed there has been a brisk enquiry from North China which served to improve the price, the rate to-day being \$19. Cassia lignea has been enquired of from India and a good business has been done at \$9.25 for the selected and \$10.75 for the extra selected lots. Selected broken is quoted at \$7.50 and extra selected broken at \$7.85.

## DEATH OF MR. E. J. NORONHA.

### A Well-known Hongkong Resident.

It is with the deepest regret that we have to chronicle the death of Mr. Edward Joseph Noronha, J. P., of the firm of Noronha and Co., Government printers, which took place at St. Paul's Hospital at 11.15 p.m. yesterday after a very brief illness. By his demise the Portuguese community loses one of its best known and highly respected leaders and the whole Colony a man whom it will be hard to replace.

The deceased gentleman, who was 39 years of age, was in his usual good health in the early part of last week. On Thursday, however, he did not feel well and he telephoned to his office stating that he was not up to the mark but hoped to be at business in the afternoon. Instead, however, he was that afternoon removed to hospital, where his case was diagnosed as appendicitis, with strong symptoms of peritonitis. An immediate operation was deemed necessary and this was performed at 8 p.m. on Thursday. The deceased came through the operation very well, but it was realised that his case was a very serious one. On Saturday he became worse, and, despite every attention, his medical advisers on Sunday morning indicated that there was no hope of recovery. He lingered on, however, and passed away late last night. He leaves a widow and nine children, for whom the utmost sympathy will be felt.

The late Mr. Noronha was a man whom to know was to admire. Of a bright and cheery disposition, he was immensely popular not only amongst the Portuguese community but in all circles in the Colony. He was a shrewd man of business, who by concentration and boundless energy had won his way to the front rank. Extremely well informed on all matters relating to Hongkong, he took a deep personal interest in public affairs and was ever to the front in works of charity and social progress. Many will remember his innumerable acts of charity, for he was ever a friend of those less favourably placed than himself. His advice was constantly sought by his compatriots, and his wide knowledge and sense of proportion enabled him to assist many who were faced with difficulties.

Educated first at St. Joseph's College, Hongkong, the late Mr. Noronha (who was a son of Mr. L. Noronha) later went to Singapore, where he completed his education at the Christian Brothers College. He then returned to Hongkong for a brief stay, later leaving for Manila, where he studied the printing trade with Messrs. McCullough and Company. On his return to Hongkong, he joined the firm of Noronha and Co., which had been established by his grandfather, Mr. Delfino Noronha, and almost immediately he became manager thereof. This was about nine or ten years ago, and he had ever since been head of the firm. He was made a J. P. in 1916.

In numerous ways, the deceased identified himself with public life. Besides being President of the Club de Recreato, he was Vice President of the Kowloon Residents' Association, a member of the Kowloon branch of the Committee of the St. Vincent de Paul Society, a member of the Committee of the Hongkong Horticultural Society as well as of the St. Joseph's College Association (of which he was formerly Hon. Secretary). In addition to which he was serving on the committee recently appointed in connection with the Kowloon Tong housing scheme. He was also a Director of the newly-formed Hongkong Amusements, Ltd. He was also Consul for Guatemala. In many other ways he showed a keen interest in local doings, being a man of progressive views and boundless energy and enthusiasm.

The funeral takes place this evening at 5.15 p.m. and the route from the Government

## EARLIER SPECIAL TELEGRAMS.

### (From Our Own Correspondents.)

## GODOWNS DESTROYED.

Shanghai, March 13. The eighth godown was saved despite the low pressure of water, due to the wonderful efforts of the Fire Brigade. Fireman Gilhooly twice narrowly escaped death. Another Chinese fireman was hurt by falling from a ladder. The fire is still in progress but is under control. Dense smoke from the burning cocoons, silk and grain covers the city.

## SHANGHAI FAMINE FUND.

Shanghai, March 13. Thousands are on parade in the open in connection with the famine drive. It is expected the Shanghai merchants will win their fight against the famine surtax on linen.

## THE SLUMP IN TIN.

Singapore, March 12. It is authoritatively stated that the Netherlands Indies and Malayan tin shipments have arrived at an all-time low. Regarding the large stocks of tin that have accumulated for a period of Government purchases at a price much above current quotations. Presumably the decision to hold the stocks till the price recovers a level obtaining last year.

The Malayan Government has bought part of the stock at \$115 and part at \$110 per P.Kil. The present market price is about \$75.

## News in To-day's New Advertisements.

At the Coronet Theatre the principal attraction until Thursday will be Charlie Chaplin's famous burlesque of "Carmen."—Page 12.

The Musical Comedy "Castles in Spain" is being presented by the Banvard Company at the Theatre Royal this evening.—Page 4.

Mr. Bryon Alexander, from Vancouver, is selling at Messrs. William Powell, Ltd. for three days, samples of Canadian Furs.—Page 4.

Messrs. Lammert Bros. are selling Havana, Manila and Dutch cigars by auction on Wednesday, at 11 a.m.—Page 4.

Consignees of cargo by the Blue Funnel steamer "Idomenos" are given the usual notice on Page 4.

A quantity of miscellaneous goods are being sold by auction in Lammert's sales rooms on Friday morning.—Page 4.

The Consul General for Portugal requests the favour of a call from friends of the late Mr. E. J. Noronha at the Club de Recreato on Wednesday at 6.30 p.m.

Reward is offered for the return of a ladies' umbrella left on the Kowloon ferry on Sunday morning.—Page 4.

## To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 4 1/2d.

## The Weather.

2 p.m. Barometer:—10.11. Temperature:—66. Humidity:—66.

## Lighting-Up Time.

Lighting-up time to-day is 6.32 p.m.

to the cemetery will be lined by Boy Scouts of the St. Joseph's Troop. At a minute's notice to the memory of the deceased, the Club de Recreato has been closed all day.



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## EARLIER TELEGRAMS.

## GERMAN REPARATIONS.

London, March 12.

The text of the German Reparations Recovery Bill which has now been published, provides that the purchaser pay the Commissioners of Customs Excise such proportion of the value of imported German goods, not exceeding fifty per cent. as the Treasury may prescribe. The Commissioners will pay the money into a special account applicable towards the discharge of Germany's obligations under the Treaty of Versailles. The Act applies to all German goods, whether they come direct or not, with the exception of goods imported for exportation after transit through the United Kingdom or by way of transshipment. The Commissioners will fix the value of goods and any dispute as regards value will be referred to a referee appointed by the Treasury. The Commissioners may require importers to furnish particulars as regards the country of manufacture and the production of goods. If the Act threatens hardship in any case where contracts were arranged before March 8th, application may be made to the High Court to secure suspension or annulment of any proceedings for the enforcement of the contracts. The Board of Trade may reduce the payments to the Commissioners or exempt certain goods on the recommendation of the Committee of Experts which the Board will appoint.

Berlin, March 12.

The Reichstag debated the proceedings at the London Conference and adopted a resolution by 268 votes to 49, endorsing the Government's action and supporting the Government's persistence in rejection of unfulfillable demands notwithstanding the Entente sanctions. Herr Simons said the Government must strive to find a middle path enabling submission of counter proposals on a different basis.

London, March 13.

The Allied Conference has concluded.

## THE LONDON CONFERENCE.

London, March 13.

The London Conference received the Austrian Chancellor, Herr Mayr, who dwelt on the cruel privations of the Austrians, and the necessity for procuring coal and foodstuffs. He thanked the Allies for their help in averting starvation but contended that Austria was not given a fair chance to carry out the conditions of the Treaty of St. Germain. He mentioned that direct taxes had increased eightfold since July 20 and the customs duties seventy fold. Nevertheless, they were suffering from a deficit of forty-two milliards, chiefly due to State subsidies of food. The deficit might disappear if foodstuffs were obtainable on credit. Unless the Supreme Council pledged comprehensive help in the matter of credits, Austria was faced with collapse.

Mr. Lloyd George replied that the Allies were most anxious to help Austria's genuine distress, but that they themselves were overburdened by economic troubles. The document submitted by Herr Mayr would be examined by financial experts.

## THE RUSSIAN UNREST.

London, March 12.

The latest indications from Russia state that in Kronstadt the anti-Bolshevik movement is making slow headway. The Bolsheviks claim that they are still ascendant in Petrograd. It is probably correct that there has been no real fighting done lately.

Helsingfors, March 12.

The latest news reports intermittent firing from Krasnaya Gorka, which after all is believed to be in Bolshevik hands, though there are signs that shortly it will be in the possession of the rebels. It is probable that the ice in the Gulf of Finland will become so thin in a few days that all military activities at present being carried on upon its surface will cease. In the meantime the wireless from Kronstadt stresses the fact that the revolution is not headed by a "White" General and declares that the movement aims at the re-organisation of the Soviet. It accuses the Soviet Government with having a bloodstained chief who robs the people in order to maintain his power and declares that the revolutionaries have sufficient arms and ammunition but indicates that there is a shortage of medical supplies and food.

## RACIAL TROUBLES IN AMERICA.

Springfield, March 12.

In Ohio, racial disorders broke out at midnight as the result of a negro shooting a policeman when crowds were moving in the streets. Heavy firing in the negro district was reported and a number of negroes were shot. It is stated that officials ordered troops to be rushed up to the city.

Springfield, March 13.

The disturbances have subsided. Three companies of troops have arrived and no further trouble is expected. It is believed that the policeman and negroes shot will recover. The Mayor and other municipal officials were fired on when they attempted to persuade the negroes to desist from shooting but were unhurt.

## AMERICAN-DUTCH COMBINE.

Amsterdam, March 12.

A company called the Hollandsche Maatschappij voor Buitenland-schen Handel has been founded at the Hague by Dutch and American interests for the purpose of administering shares in and financing commercial enterprises etc. The capital is ten million guilders of which three million have already been issued.

## THE FAMINE IN CHINA.

Washington, March 13.

President Harding issued an appeal to the American people to do their utmost to relieve the famine conditions in China.

## FIRE AT BROOKLYN.

New York, March 12.

The Standard Oil Company's fire in Brooklyn was controlled yesterday morning after the explosion of the fifth tank.

## THE UNREST IN IRELAND.

London, March 12.

Thirty members of the Bedfordshire Regt. in a lorry were ambushed by rifle fire and bombs between Carrick-on-Shannon and Ballynamore. They repulsed their assailants of whom seven bodies were found. All wore republican uniforms. The military had no casualties.

## EARLIER TELEGRAMS.

## ANGLO-FRENCH FRIENDSHIP.

Paris, March 12.

At the Inter-Allied Club a number of British personalities residing in Paris was met by a number of French personalities at a luncheon presided over by Lord Charles Montagu. In an address, M. Paul Cambon, a former Ambassador in London, stated that despite repeated attempts to divide them, the French and British peoples were still firmly united in mutual goodwill which was growing every day. The Rhenish population is acquiescing with perfect equanimity, even concealed satisfaction, in the Allied occupation, which guarantees them peace and order. Business is going on as usual.—Valc.

## NEW SPANISH CABINET.

Madrid, March 13.

A new Cabinet has been formed under the Presidency of Senor Allen de Salazar, the ex-Premier.

## RUGBY INTERNATIONAL.

London, March 12.

The Rugby International between Wales and Ireland resulted in a victory for the former by six points to nil.

## WAGES AND PRICES.

## Mr. Clynes Puts the Labour Case.

The following special article by the Right Hon. J. R. Clynes M.P., now leader of the Labour Party, appeared in the *Times*, and may be regarded as giving the official Labour view of the issue raised by Mr. Roscoe Brunner in a letter on "Wages and Prices" which has appeared in that journal. Mr. Clynes' article takes the form of a reply to Mr. Brunner's contention that "the only practical way to reduce costs of production and therefore selling prices and so to restore the normal course of our home and export trade is to reduce wages immediately by a substantial percentage throughout all industries."

I do not hesitate to say that Labour will reject any proposal for a general reduction in wages with the object of securing a reduction in prices. Wage reductions may be reached in certain individual cases by mutual agreement between representatives of the workers and employers, but as a matter of general policy, organizations acting either through national bodies or through responsible executives will not agree to reductions. Prices were raised very soon after the war began, and long prior to any demand for increased wages. Indeed, that demand arose only because the pressure of ascending prices was too great for the workers to bear. From then until recently the race between prices and wages has been continued.

But many factors have increased prices in addition to such higher wages as the workers may have obtained. In many industries and businesses profits have been increased in a greater degree than wages, and advantage has been taken of the artificial conditions in which trade had to be conducted during the war to increase enormously the value of a number of businesses and interests which were not in a flourishing condition before the war began.

FOOD PRICE OUTLOOK. As prices went up without the influence of higher wages what guarantee is there that prices would be reduced if wages were reduced? It would be difficult to convince the workers that wage reductions, if agreed to, will ensure a substantial reduction in the cost of living. The principal item in the expenditure of a working-class household is the item for food, and expenditure upon foods of all kinds is not likely to be substantially lower for a considerable time to come. Most of the food of the country is carried overseas, and submission to wage reductions here would in no way guarantee reduced prices in the food markets of America or other lands.

Prices have in many instances been increased because traders and dealers not only believed, but found, that they could get the money from a section of the public, and it has often happened that those who had a nifty means and were ready to pay have been the cause of raising the prices for others who could ill afford to pay high prices.

Much could be said for a joint movement to reduce profits, high salaries, and high wages at the same time. If steps can be taken to reduce profits in all cases where they are inordinately high, and require the capitalist to make a real sacrifice in the interest of

trade, something effective might be done to persuade workmen to consider the subject of wage reductions. "Labour" is the human side of industry, and must be considered in the terms of men and women and families. Sacrifice cannot be carried far by these families and life standards must be maintained by reasonable remuneration.

Though a big item in the cost of production, the charge for manual labour is only one item in that cost, and I have heard of no proposal to impose reductions on the services rendered by non-manual workers or by capital. Most, if not all, service outside that of manual toil was well remunerated before the war and has been able to take great advantage of the artificial trading conditions of war time. The present wage standard of the manual worker, viewed in relation to prices and the provision which must be made for unemployment and the risks of other privations, is not too high in any case and in many cases is too low.

## NEED OF GOOD WILL.

I have no doubt that Mr. Roscoe Brunnel has made his suggestion not in a trade interest, but in the public interest. I am confident that his proposal will find little favour in Labour circles, and no proposal of that kind which stands alone can be viewed with other than suspicion. It may be that no time will ever be a good time for reducing wages, though the present time is a good time for arranging direct conference in different works and businesses in order that the facts of the situation should more generally be made known, and in order that the two sides should sincerely explore every avenue by which production may be cheapened without the worker alone having to pay the penalty.

Apart from the big divisions of labour like railways, mining, transport, and textile, there are great occupations covering between three and four millions of workers, all of whom have for some time been covered by joint industrial councils. These councils as yet have dealt with little business other than wage claims. It was intended that they should deal with the general conduct and development of industry. The position industry is now such that the good will of both sides, if used in the right manner, could be of great assistance.

Next to assisting trade by a revision of profits, trade could be helped by economies in great industrial establishments, by diminishing costs of production through more efficient management and control, by avoiding waste, and obtaining peace between employers and employed for fixed periods in which the absence of quarrels would remove the uncertainties which have often caused damage to trade and checked legitimate enterprise.

Linked up with the problem of trade revival is the question of better maintenance of the unemployed. The Labour mind would be reassured by a more substantial sum of insurance money being paid, pending resumption of work by large numbers of the unemployed. This could be done by a bold revision of the Insurance Act and a Government guarantee, which, in effect, would be drawing upon future resources. Anything paid now in excess of present reserves in unemployment insurance funds could be made good by the savings effected during the periods of better trade which the future has in store.

## CRICKET.

## H.K.C.C. v. R.E. &amp; I.A.

A H.K.C.C. team that was all bowlers, met a military team on Saturday and defeated them in good style. The scores follow—

## H.K.C.C.

R. E. A. Webster, c Jacobson, b Edwards	7
W. H. Edmonds, b Edwards	7
F. H. Farthing, c and b Pearson	47
G. H. Pierce, b Edwards	3
H. A. Sawyer, c Jacobson, b Pearson	22
F. J. Ling, b Pearson	4
W. H. Drummond, c Larcombe, b Bowen	12
E. B. Reed, not out	32
W. Mackenzie, c Bagnall, b Pearson	0
L. J. Davies, l.b.w. Bagnall	5
W. J. Hope, st. Wahl, b Bowen	8
Extras	10

Total ..... 157

## Bowling analysis—

	O.	M.	R.	W.
Edwards	9	1	32	3
Hammond	5	—	18	—
Bagnall	5	—	26	1
Bowen	9	—	42	2
Pearson	8	2	29	4

## R. E. and I.A.

Capt. Olliver, c Davies, b Webster	10
C. S. M. Pearson, c Drummond, b Webster	5
Lt.-Col. Bowen, b Webster	2
Major Edwards, run out	0
Major Bagnall, b Reed	2
Capt. Wahl, not out	21
S. S. Redpath, c Drummond, b Reed	0
Sapper Jacobson, c Webster, b Farthing	10
Lt. Larcombe, c Davies, b Farthing	2
L. C. Hayward, c Drummond, b Farthing	0
Lt. Hammond, b Farthing	0
Extras	29

Total ..... 81

## Bowling analysis—

	O.	M.	R.	W.
Reed	9	2	18	2
Webster	8	1	18	3
Ling	4	2	5	0
Farthing	3.3	1	9	4

## C.R.C. v. NAVY.

C.R.C. beat Navy in a friendly match on the former's ground.

## Navy.

Commodore Bowden Smith, b Un Hew-fan	33
Lt. Franks, b Ching	7
Rev. Crole-Rees, c Hung, b Lee	1
Bloomfield, c Lam Chun, b Lee	1
Williams, c Un, b Lee	20
Kennett, c Ching, b Un	0
Wilson, b Ching	9
Giles, b Un Hew-fan	14
Smallbone, not out	2
Howard, b Un Hew-fan	0
Smith, b Ching	0
Extras	7

Total ..... 94

## Bowling analysis—

	O.	M.	R.	W.
Lee	13	2	38	3
Ching	12	3	24	3
Ng Sze-kwong	8	—	6	—
Un Hew-fan	7	—	18	4

## C.R.C.

J. Wong, b Wilson	37
W. Lock Wei, b Bloomfield	18
Un Hew-fan, b Crole-Rees	0
Choa Man-ping, c Franks, b Bloomfield	4
Hung Ho-chiu, run out	23
G. Lee, not out	34
A. H. Lam Chun, l.b.w. Bloomfield	0
A. J. Kew, not out	3
Extras	6

Totals (6 wks.) ..... 125

H. Ching, Lo Man-pan and Ng Sze-kwong did not bat.

## Bowling analysis—

	O.	M.	R.	W.
Crole Rees	10	2	23	3
Bloomfield	13	2	22	1
Kennett	3	—	14	—
Wilson	4	1	19	1
Williams	2	1	1	—

## HEAD OF LADY MARGARET HALL TO RETIRE.

Miss Henrietta Jex-Blake has announced her resignation of the Principalship of Lady Margaret Hall, Oxford, at the end of the present academic year. Miss Jex-Blake, who is the daughter of the late Dr. T. W. Jex-Blake, formerly Headmaster of Rugby and Dean of Wells, and sister of Miss Katherine Jex-Blake, whose resignation as Mistress of Girton was announced recently, was appointed Principal in 1909. During her term of office the Hall has greatly increased in size and a large new building has been erected. On the admission of women to degrees in the University, Miss Jex-Blake was last term created M.A. by degrees.



## SOMETHING NEW


TEN DANCE HITS ON THE FEBRUARY

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35704 Paul Whitman & His Orch.  
Caresses—Medley Fox Trot Paul Whitman & His Orch.  
Tip Top—Medley Fox Trot—Saxophones  
18714 Six Brown Brothers  
If a wish could make it so—Fox Trot  
Six Brown Brothers  
If you could care—Medley Waltz Smith's Orchestra  
18715 Happy—One Step Smith's Orchestra  
Let the Rest of the World go By—Waltz—  
18716 Ferera & Franchini  
My Isle of Golden Dreams—Waltz—  
Blue & White Marimba Band  
12th Street Rag—Fox Trot All Star Trio  
18713 Dotty Dimples—One Step All Star Trio

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THE STORY OF THE  
GREAT CAMPAIGN.As Seen from the German  
Ranks.

If you had seen the German armies marching to the front in August, 1914, you would never have dreamt that they would return with red armlets and without princes, dukes, and rulers. Thanks to the skillful and dishonest propaganda of the General Staff, thanks to the censorship, thanks to the semi-official telegraph agencies, the entire German people were kept in the firm belief that Germany had been attacked and that the war was the last link in the chain with which England had been encircling Germany so as to destroy her. This belief lasted many months after the war began. This is why the German army marched enthusiastically into the "inevitable war." That is why one and a half million youthful volunteers filled the barracks, the schools, and all the public buildings requisitioned for war service by the military authorities, writes a German soldier in the *Manchester Guardian*.

None of those who marched gladly to war had ever seen a war. Few had ever seen a dead body; still less had they seen men lying dead on the bare ground with torn limbs and lacerated body.

Belgium was overrun. The wounded home on sick leave were stared at as though they were strange sea monsters. The Battle of the Marne was celebrated as a great victory. But when Paris simply refused to fall, and when the trench war in the west cried "Halt!" and when a war Christmas was at hand—then, and not till then, did soldier and civilian begin to doubt. The delirious enthusiasm began to abate. Soldier and civilian began to criticise, the officers and the General Staff to feel nervous.

I passed through Belgium to Northern France with my company on the 8th October, 1914. We did not sing—German soldiers going to war had stopped singing voluntarily as early as October, 1914. We detrained at Neule, near St. Quentin. This was the first welcome we got from the adjutant when we paraded with our regiment the following day: he kicked five or six men and clouted two or three, because he had heard them talking in the ranks. Of course, we were ashamed that such things were possible, but we excused them by attributing them to the hardships, and the nervousness which both officers and men had undergone in the front line. But if any one of us still had any war-enthusiasm it froze all of a sudden and remained below zero from that hour onwards.

There was the greatest confusion in the villages behind the front. One night at Roye we discovered four infantrymen behind doors bolted from inside. They had been in hiding for a week. The men of my company were unruly and deeply depressed. One of them deliberately shot his finger off as he was cleaning his rifle. On parade the sergeant-major tried to "improve the moral" of the troops. We were inexperienced green-horns, and that is why we listened to his words. He said that the present deadlock meant nothing, for tremendous things were in preparation, things such as the world had never seen before. The old soldiers of the unit laughed when the parade was over and called the sergeant-major a swindler. A few days later we heard of the first Zeppelin raid on London.

We were in the trenches soon after. At night-time the new arrivals were sent out on patrol. When we observed that the "old soldiers" dodged the worst dangers we followed their example. Bread and soup were brought from the field kitchens every evening, but we lived chiefly on the turnips that grew in the fields. We suffered acutely from hunger and we all had stomach trouble. Terrible things went on in the field hospitals. Whoever was reported sick was abused in the vilest manner by the sergeant-major and then chucked out as a shirker by the medical officer, whereupon more abuse from the sergeant-major would follow. The private soldiers had only one topic of conversation day and night: "Shall we have peace by Christmas?"

Our postal service worked very well, and brought us many letters from home. Yet our hardships increased, and Christmas brought no peace but many Iron Crosses that were distributed so unjustly as to provoke nothing but resentment. The cooks and officers' batmen, who could lead an easy life, were particularly well rewarded.

## THE PRUSSIAN SPIRIT.

We soon began to realise that the enemy were stronger than we had thought. The war became a matter of everyday life with rather a short span to it, and rather dangerous as well. The spirit of Prussia permeated the army, Prussia with its three-class voting system, and its first, second, and third class subjects. The army, too, could be divided into three classes—officers, a propertied class, and a class without property. The longer the war lasted the greater the class distinctions became. The common soldier did not exist so much to fight the enemy as to work and slave for the officer and obey his orders. The General Staff did all it could to restore the old Prussian spirit of discipline by intensive drill behind the front. The man who eased his collar without orders on a hot day was punished. If an officer saw a man fetching his dinner in the trenches with his greatest unbuttoned the man was punished. The N.C.O.'s were forbidden to converse on familiar terms with the men.

The soldiers of the propertied class got money from home and could buy all they wanted in the canteens. They were able to influence their superiors with money and presents. The company sergeant-major in the barracks at home had always been corruptible; now they became corruptible at the front as well. Leave could be bought, so could light duty, soft jobs at the bases promotions, and Iron Crosses.

The class without property—that is to say, the proletarians—starved, froze, and died. Their mothers, wives, and children wrote of similar woes in their letters from home. Every Alsace Lorrainer or Pole was suspected of espionage. Ill-treatment of soldiers was so common that the Social Democrats even asked questions about it in the Reichstag. We had the rights to complain, but no one ever dared to make use of his right. We all submitted and swallowed the bitter pill unresistingly, for all who showed the slightest defiance were selected for the most dangerous work or were transferred into the "fly-in division" which were always sent to the hottest parts of the front. Wherever the third-class soldier found himself he was niggerdriven, kicked, and bullied.

## ROAST MEAT AND WINE FOR OFFICERS.

As for the governing class—the officers—every lieutenant had his batman. A company commander had two or three. The soldiers had only a little black bread to appease their incessant hunger, but the officers had white bread and special meals every day. While the common soldier fainted for sheer hunger in the trenches, the officers had roast-meat brought to their dug-outs, where the wine flowed plentifully. They had casinos furnished in the most elaborate fashion. They had their cows and their pigs, and with the profits from the soldier's canteens they paid for their banquets and for the women they kept at the bases. Of course there were distinctions amongst the officers also. The higher rank, the further their base, the worse they became. The most amazing conditions began to prevail. Shirkings, corruption and luxury increased to an appalling extent. Many an officer always had a batman on the way who took food and other things, to his family at home. Health resorts and watering places swarmed with majors, captains, and lieutenants. Most of the rations meant for the front remained at the base.

The longer the war lasted the more its hopelessness was realised. "Shirk and get rich" was every body's motto. Soldiers longed for prison, for prison meant safety. The prisons were not big and numerous enough to hold all the sentenced men. Men were tried only for the gravest offences. Desertions increased. Those who had money or influence shirked or got jobs as munition workers. In more than one factory the real workers threatened to strike if the bakers, butchers, business men, and members of the upper classes and other "indispensables" were not sacked.

Then there was the useless slaughter of entire regiments, the Government's broken promises, the untruthfulness of the official bulletins, and the ever-growing distress of the masses. The words "Equal food and equal pay and the war'd be forgotten" were scribbled upon every barracks wall.

The way the German soldiers were treated by their officers would not alone have caused such desperation. But that the children at home hungered while the officers and the rich lived in

plenty, that the German profiteers, agrarians, and industrial magnates were responsible for the famine (far more than England)—these were the things that drove the patient, sorely-tried German masses to a fury that was bound to explode in a revolution. Then when the peace of Brest-Litovsk revealed the true character of the war, when hundreds and thousands of Land-sturm were held up in Courland and Livonia just to guard ducal estates, when the last hope was destroyed on the western front, then we knew that all our dead had died in vain, then we knew that we ourselves would have to bring the war to a violent end.

The hostility between Bavaria and Prussia became intense. Bavaria had stopped sending foodstuffs to Prussia long ago. Bavarian transport drivers even refused to take Prussian wounded. The Bavarians did not regard France but Prussia as the enemy. Entire Bavarian regiments mutinied as early as August and September, 1918. Troop trains arrived at the front half empty, for half the men deserted on the journey. Soldiers in barracks refused to obey orders. Every day we felt the final catastrophe come nearer and nearer. The thunderstorm drew up black and dense. The first lightning came from the navy, and on the 9th of November in a single fight the ground edifice of the strongest militarism and the greatest army the world had ever seen was burnt to ash and cinders.

## "TO SMASH THE EMPIRE."

Sir H. Greenwood on Sinn  
Fein Aims.

The Chief Secretary for Ireland Sir Hamar Greenwood, reviewed the troops of the Auxiliary Force of the Royal Irish Constabulary at Beggars Bush Barracks, Dublin, recently.

Sir Hamar, who was accompanied by Lady Greenwood, was received by General Tudor, Police Adviser to the Government, and General Crozier, commanding officer of the Auxiliary Cadets.

Addressing the troops after the inspection, the Chief Secretary said:—I want my first word to be one of profound regret, and I am sure you share it with me, at the murder of some of your gallant comrades in the months that have gone, and to express, on behalf of the Government and on your behalf, our sympathy with the bereaved.

Let me say that His Majesty's Government is determined to crush out this conspiracy, which has for its object the smashing up of the United Kingdom and our Empire.

No Government can tolerate assassination or condone it, and in this matter we feel we are the custodians of civilised government in defeating a conspiracy which depends not upon argument but upon the rifle, the revolver, and the bomb.

## "THE AUXILIARIES' DUTIES."

Proceeding, the Chief Secretary said that in their duties as members of the Auxiliary Division they had three great and inspiring traditions to remember:—First, that they were associated with the historic Royal Irish Constabulary, which had a record for discipline, courage, and loyalty surpassed by no force of the Crown in the history of their great Empire.

Secondly, they were the survivors of that great army which drew from all parts of the Empire and was the decisive factor in the winning of the Great War. In that army they were associated with the pick of the Irish race from Ireland, from Great Britain, and from the United States, and he wanted every act and deed of theirs to be worthy of the Irishman who sacrificed themselves in the great cause of civilisation in the Great War.

Thirdly, they represented the tradition of friendship between the peoples of Great Britain and of Ireland. None of us, he said, have any quarrel with the people of Ireland.

Our duty is to see that the people of Ireland are freed from the terrorism of the assassin and the intimidation of the boycotter so that the majority of the people here, who devotedly wish for peace, may have the opportunity of expressing their views free from intimidation or fear.

You are the gallant survivors of the Great War. You know that war was won by superhuman sacrifice and sternness of discipline.

In the House of Commons, as Chief Secretary for Ireland, I have supported, and will support

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DISS BROS.

to the end, the gallant forces of the Crown in Ireland, but I have asked for, and will insist upon, a discipline worthy of the great and honourable cause that you and I are fighting for. It is your duty and mine to rescue Ireland from the dupes of agitators who look to violence, to the bomb, for remedy, rather than to argument and to fair play.

I am sorry to say it, but you are up against some dirty fighters, but remember those dirty fighters represent but a small minority of this great historic race of Irish men and Irish women. However great the provocation, never forget you are officers of His Majesty's Army again serving the old flag in this distracted country.

You are policemen whose first duty it is to prevent crime and to maintain order, and I hope that before the last auxiliary man leaves Ireland the people of Ireland will realise, and from your conduct, courage, and chivalry will appreciate the fact that you are here to rescue Ireland from the assassin, to save her from a small, misguided minority of her people. You are here to maintain the United Kingdom intact, and to break up that conspiracy that has for its object the smashing up of the British Empire.

In carrying out your stern and often times dangerous duty you can count on His Majesty's Government and on the Chief Secretary to champion you in the House of Commons and to reinforce you and back you up.

There are in England now and in Ireland politicians who abuse you whose every word is an encouragement to the assassins. You have newspapers that insult you. The same newspapers and the same politicians were against you during the war and were the champions of the conscientious objectors and of every shirker throughout the broad dominions of this great Empire.

**BREAKING THE TERROR.**  
General Crozier—You have a fine corps d'élite in this barracks under your command. I am sure every man will do his duty. I am also sure we are breaking this terror, which has nearly ruined Ireland, and that before long there will be a new and happier Ireland, thanks largely to the forces of the Crown, who have but one object in this country, and that is, to relieve Ireland from the great and awful terror of assassination, and to help her develop her destiny as a part in the great Commonwealth of the Empire.

On the call of General Crozier, three cheers were given by the troops for the Chief Secretary.

**AN ADMIRALTY GARDEN CITY.**  
Arrangements have been completed for building a garden city at the naval base on the Firth of Forth for the accommodation of the thousands of men employed there. Most of the men now live in Edinburgh, and the Admiralty pays about £100 daily for travelling money, in addition to railway fares.



## POLO CLUB.

## Saturday's Events.

A large crowd of spectators assembled in perfectly fine weather on Saturday at the Polo Ground Causeway Bay, where the officers of the Wiltshire Regiment held a most interesting programme of sporting events. These included a Polo Match between a team drawn from the Officers and one representing Jardine's, captained by Hon. Mr. J. Johnston, and a Skittle Gymkhana, in several items of which the ladies had the choice of nomination. The polo match was won by the Wiltshire Regiment after a period of indecision in which both teams secured four goals, the odd one eventually placing the Wiltshire Regiment on the better side. His Excellency the Governor and Lady Stubbs were amongst the visitors and they took a lively interest in the proceedings. The Band of the Wiltshires conducted considerably to the afternoon's enjoyment by a pleasing selection of music.

At the conclusion of the sports Mrs. Wyndham, the wife of Colonel Wyndham, distributed the prizes to the successful competitors as under—

Polo Ball Race (in pairs): Mr. J. E. Bibby and Lieut. D. W. Lamb, n.s.

Tennis Ball Race (Ladies' Nomination): 1st, Major A. W. Timmis, n.s.; (nominated by Mrs. Timmis); 2nd, Lieut. J. M. Dodington, (nominated by Mrs. Rodgers).

Pig Sticking: Lieut. C. Sergeant.

Polo Ball Throwing Race: Mr. J. Bibby, nominated by Mrs. F. C. Hall.

Musical Chairs: Hon. Mr. John Johnston.

Responding to the call of the Hon. Mr. Johnston, three hearty cheers were given for Mrs. Wyndham and the proceedings then terminated.

## LENTEN MISSION.

## Father Lynch's Visit.

The Rev. Father Lynch, C.S.B., who is on a visit to Hongkong conducting a Lenten Mission, gave a Retreat to the students of the Italian Convent on Monday, Tuesday and Wednesday last, this being followed by a further Retreat on the remaining three days of the week to the scholars of the French Convent.

Yesterday, Father Lynch preached at the 9.30 Mass at the Cathedral and at the 10 o'clock service at St. Joseph's Church. At night he again preached at the Cathedral.

There was a very large congregation at last night's service in the Cathedral, a feature of which was the congregational singing. The whole service, including the sermon, did not last more than an hour.

Father Lynch preached, in a very direct and telling style, on "The Mercy of God and the Misery of Man." As an illustration of the mercy of God he took the scriptural story of the Good Samaritan and as one who had visited the Holy Land he gave a description of the Wady Dhum, where the incidents were supposed to have taken place. He then spoke of the sinfulness of man, which he said was responsible for the late war, mentioning the big cities of Europe having been plunged into dissipation and over-indulgence in pleasure. His sermon was listened to with great interest, and was well received by many personal reminiscences.

The Mission is being continued throughout the whole of this week.

Owing to the funeral of the late Mr. E. J. Noronha, Father Lynch's sermon at the Cathedral to-night will be held half an hour later than usual.

## REVOLUTIONARY TRADE UNIONS CONGRESS.

An International Conference of Revolutionary Trade Unions is to meet in Moscow on May Day.

## CHINA SUGAR REFINING COMPANY LIMITED.

## NOTICE.

The Forty-Third Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on Friday the 18th March at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1920.

The Transfer Books of the Company will be closed from the 4th to 18th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.  
General Agents,  
Hongkong, 18th February, 1921.

## DEFECTIVE DIGESTION

## HOW IT MAY BE OVERCOME.

One of the direct causes of ill-health is indigestion, and this arises most often from eating unsuitable diet, and bolting food without sufficient mastication. Thus food, instead of being quickly digested and converted into nourishing health-giving blood, becomes a fermenting mass, giving rise to flatulence and forming poisons.

Headaches, depression, lack of appetite, and the torturing dyspepsia are signs that the stomach has lost tone and is being wrongly treated. Keep your digestion perfect and eat wholesome food and you will find the way to be well. Sufferers from indigestion require new blood to cure this painful disorder, and by taking Dr. Williams' pink pills they will satisfy all the needs of the blood, nerves and stomach. These pills sharpen the appetite, brighten the spirits, banish depression and headaches, and establish good health on a secure foundation of rich red blood.

The case of Mr. George Taylor, of 128 Thugnee Street, Wellington, New Zealand, proves the value of the Dr. Williams' treatment for indigestion. He says:

"When living in Sydney I began to suffer with indigestion. After a time I could eat very little owing to the bad pain I knew would follow, and in consequence I got very run down and weak. The complaint grew worse, and I tried many remedies but couldn't get relief. I couldn't take an interest in anything. At times my head would ache and the room seemed to be spinning round and round, and I had to clutch things for support. I used to go without food to relieve myself of the dreadful feeling in the stomach. My sleep at night was very short, and I used to lie awake and wait for the daylight to come. One day an acquaintance asked me if I had tried Dr. Williams' pink pills. I thought I would try them. At the end of the first bottle my appetite returned to me. I was delighted, and continued taking them till I felt well and fit again. Now I am the picture of health, and never have indigestion after eating."

The beneficial efficacy of Dr. Williams' pink pills for pale people on the digestion is very quick and well-marked. This can be proved by starting a course of the pills now. They can be bought of medicine vendors everywhere, or direct and post free, one bottle for \$1.50, six bottles for \$8, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

## YOU ARE JUST AS OLD

as you feel. A pair of correctly fitted glasses is a powerful factor in making you feel young. Efficiency demands that you wear glasses if your eyes are not perfect. Fully fifty per cent of the people who do not wear glasses should do so. A great many are unaware of the real condition of their eyes until the examination is made. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing

## NOTICE.

## THE CHINA PROVIDENT LOAN &amp; MORTGAGE CO. LTD.

The Twenty-Fourth Ordinary Annual Meeting of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6 Connaught Road, on Thursday the 24th March 1921, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday the 17th March 1921 until Thursday the 24th March 1921, both days inclusive.

SHEWAN TOMES & CO.,  
General Managers.

## REPULSE BAY HOTEL.

Bank Holiday, Monday, March 28th, 1920.

## FANCY DRESS DINNER DANCE.

At the request of numerous patrons, a fancy dress dinner dance will be held on the above date.

Table reservations can be made at the Hongkong Hotel (Telephone No. 32) or direct to Repulse Bay Hotel (Telephones Nos. 881 and 807).

## REPULSE BAY HOTEL.

The approach roads, to the above Hotel are closed temporarily for the purpose of regading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

## TRANSPORTES MARITIMOS DO ESTADO.

FOR GENOA, MARSEILLES AND LISBON VIA SAIGON, SINGAPORE, MORMUGAO, SUEZ AND PORT SAID.

## The s.s. "QUELIMANE"

will be despatched as above on Monday, the 21st March at noon.

This steamer has excellent accommodation for 1st and 2nd class passengers and is fitted with Refrigerating Machinery, ensuring a plentiful supply of ice & Fresh Provisions &c.

Electric Fans in the State Rooms and Electric Light throughout. A duly qualified Doctor is carried. Wireless Telegraphy fitted.

For Freight or Passage apply to—

J. M. DA ROCHA & CO., Agents.  
Hongkong, 12th March, 1921.

## HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Coma's Hotel, Hongkong, on SATURDAY, 19th MARCH, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending 31st December, 1920.

THE REGISTER OF SHARES of the Company will be closed from SATURDAY, 12th March, to SATURDAY, 19th March, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
J. H. TAGOART,  
Manager.

Hongkong, 2nd March, 1921.

Opticians, located in 53, Queen's Road Central, have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their exclusive business.

## THEATRE ROYAL.

## TO-NIGHT TO-NIGHT TO-NIGHT

For a short Season only

## W. BANVARD

presents his new

## LONDON MUSICAL COMEDY CO' 1921

assisted by the

## LONDON BEAUTY CHORUS

In the latest

## LONDON &amp; NEW YORK SUCCESSES.

Mon. & Tues.  
14th & 15th  
Wed. & Thurs.  
16th & 17th

The Musical Comedy  
"CASTLES IN SPAIN"  
The Musical Revue  
"HAREM BELLS."

## PLANS NOW OPEN AT MOUTRIE'S

Plan will be open from 5.15 to 7.30 p.m. at the HONGKONG HOTEL COUNTER

Prices \$4, \$2 & 1. Matinee \$3, \$2 & 1.  
Sailors, Soldiers & Children Half Price to Matinees only.  
Madam Keeler will show the latest Frocks, Hats, Fans & Lingerie direct from Paris at the Theatre Royal Stage Entrance—Daily from 10 a.m. to 1 p.m. & 2 to 5 p.m. throughout the Season.

## G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 14th day of March, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land behind Inland Lots Nos. of 1619 and 1620 Shaikwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurement	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.
1	Inland Lot No. 1619 and 1620 Shaikwan Road.	27.9	70	13,302
2	Inland Lot No. 234.	27.9	70	13,302
3	Inland Lot No. 1619 and 1620 Shaikwan Road.	27.9	70	13,302
4	Inland Lot No. 234.	27.9	70	13,302
5	Inland Lot No. 1619 and 1620 Shaikwan Road.	27.9	70	13,302
6	Inland Lot No. 234.	27.9	70	13,302

## NOTICE.

## THE HONGKONG &amp; WHAMPOA DOCK COMPANY LIMITED.

Notice is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2 Queen's Buildings, Hongkong, on Tuesday, 29th March 1921 at noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December 1920.

The Share Register and Transfer Books will be closed from the 19th to the 29th March 1921 (both days inclusive).

By Order of the Board of Directors,  
R. M. DYER,  
Chief Manager.

Hongkong 7th March, 1921.

## HONGKONG FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.  
The Fifty-second Ordinary Meeting of Shareholders will be held at the Offices of the undersigned at Noon on Wednesday the 30th instant.

The Transfer Books of the Company will be closed from the 16th to the 30th instant, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE MATHESON & CO., LTD.  
General Managers,  
Hongkong Fire Insurance Co., Limited.  
Hongkong, 10th March, 1921.

## WAR MEMORIAL.

## SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y. M. C. A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at—  
Messrs. Lane Crawford  
Messrs. Kelly & Walsh  
Messrs. Moutrie  
Messrs. Wm. Powell Ltd.  
The Hongkong Club  
The Hongkong Cricket Club  
The Club Lusitano  
The Engineers' Institute  
The Victoria Recreation Club  
The Kowloon Cricket Club  
The Kowloon Bowling Club  
The Peak Club  
The Club de Recreio  
The Craigengower Club

M. J. BREEN,  
Hon. Secretary War Memorial Committee.

## HONGKONG GYMKHANA CLUB.

The following resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.

"That the Hongkong Gymkhana Club be wound up and that the Hongkong Jockey Club take over all Assets and Liabilities of the Hongkong Gymkhana Club."

A Meeting of Members of the Hongkong Gymkhana Club will be held at the office of the Jockey Club, in Hongkong Club Annex, at 12.50 p.m. on Friday, March 8th for the purpose of confirming the above resolution.

## NOTICE OF REMOVAL.

M. J. D. STEPHENS, Solicitor.  
The Office has been REMOVED to 1st Floor, No. 15, Connaught Road, Central, (beyond the Post Office).  
Hongkong, March 1st, 1921.

## HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom)

Notice is hereby given that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 15th March 1921 to WEDNESDAY, 13th April 1921, both days inclusive.

By Order of the Board of Directors,  
W. E. ROBERTS,  
Secretary.  
Hongkong, 7th March, 1921.

## NEW ADVERTISEMENTS.

## NOTICE.

Mr. Bryon Alexander of Vancouver Canada, has on sale at Wm. Powell Ltd. for three days his samples of Canadian Furs.

These Furs are very choice Alaska Mink, Sable, White & Black Fox also Mole.

The Mink coats are of the finest quality and all these samples are less than half price.

## CONSULADO DE PORTUGAL.

Aos amigos do falecido Eduardo Jose de Noronha e a todos os membros da comunidade Portuguesa, eu peço o favor de comparecer amanha, 16 do corrente, pelas 6.30 da tarde, no Club de Recreio, em Kowloon.

Consulado de Portugal em Hongkong, 14 de Marco de 1921.

CERVEIRA DE ALBUQUERQUE E CASTRO  
Consul Geral de Portugal.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 15th March, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

8 cases Chablis  
9 cases Rockdale Wine  
6 cases Sauternes  
4 cases Red Ruby Burgundy  
15 cases King's Dry Gin  
5 cases Peppermint  
1 case Apricot Cordial  
1 case Bitters  
1 case Beer  
13 Barrels Claret  
14 cases Charles Heidsieck Champagne (qts.)

And  
A Quantity of Sundry Liquors  
On view from Monday, the 14th inst.

Terms: Cash on delivery  
LAMBERT BROS.  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 16th March, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

A Quantity of High Class Havans, Manila and Dutch Cigars (all more or less damaged by water)

Note.—A Large proportion of the above are only label damaged. On view from Tuesday, the 15th inst.

Terms:—Cash on delivery.  
LAMBERT BROS.  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 18th March, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Miscellaneous Goods

Comprising:—  
Motor Car Tyres (various sizes), iron safes, enamel, paint, iron ropes, safety razors, assorted brushes, etc. etc.

Terms: Cash on delivery  
LAMBERT BROS.  
Auctioneers.

## NOTICE.

We beg to inform the public that the firms of Messrs. Fock Lee & Company and the Hongkong branch of Thomas W. Simmons & Company have been amalgamated and in the future, business will be carried on by THOS. W. SIMMONS & COMPANY LIMITED.

## WANTED.

WANTED.—Britisher desires one or two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

## LEFT.

LEFT.—Ladies' Umbrella in Kowloon Ferry on Sunday morning, at 8.30 a.m. Initialed E.A. on the gold band. Finder will be rewarded by \$10.00 if returned to Room 275 Hongkong Hotel.

## FOR SALE.

## MILNER'S SAFES

APPLY TO

LAMBERT BROS.  
Duddell Street.

## FOR SALE.

One Hornsby—Ackroyd Oil Engine—34 Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at GUN CLUB HILL BARRACKS KOWLOON.

Apply to the undersigned, LAMBERT BROS.

## MARINE ENGINEERS' GUILD OF CHINA CHINA COAST OFFICERS' GUILD HONGKONG.

Members of both Guilds are requested to attend a Special General combined meeting at the Guild Offices on

Tuesday, 15th March 1921, at 5.45 p.m.

A full attendance is essential  
W. J. Stokes, Branch Secretary  
M.E.G.C.  
W. E. Kirby, Asst. Secretary  
C.C.O.G.

## HONGKONG CLUB.

## NOTICE.

The Thirty-fifth Yearly General Meeting of the Members of the Hongkong Club, will be held in the Club House on MONDAY, the 14th March, 1921, at 5.30 p.m.

By Order,  
A. H. ABBAS,  
Secretary.  
Hongkong, 5th March, 1921.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer—  
"IDOMENEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 15th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th April, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th March, 1921.

## BLUNDELL, SPENCE &amp; CO., LTD.

## VARNISHES:—

FINE CARRIAGE VARNISH  
FINE AOK VARNISH  
FINE FRENCH POLISH

STAINS IN OIL & WATER

FINE COPAL VARNISH  
FINE GUM SIZE  
FINE BLACK JAPAN

OFFICE:—  
QUEEN'S BUILDINGS.  
TEL No. 673.

Represented by THE ANGLO-CHINESE ENGINEERS' ASSOCIATION LTD.  
(A.C.E.A.L. REISS & CO.)  
REISS BROS. LTD.

SHOW ROOMS:—  
Nos. 12 & 14 CONNAUGHT RD., C.I.  
TEL No. 111



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES

## LONDON SERVICE

(Direct)

"KEEMUN" 16th Mar. London, Rotterdam & Hamburg  
 "NINGCHOW" 5th Apr. London, Amsterdam & Antwerp  
 "THREBUS" 12th Apr. London, Rotterdam & Hamburg  
 "ATREUS" 19th Apr. London, Amsterdam & Antwerp  
 "BLPENOR" 26th Apr. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TELAMON" 22nd Mar. Havre & Liverpool  
 "KT. OF THE CARTER" 29th Mar. Genoa, M'les, L'pool & G'gow  
 "IDOMENEUS" 12th Apr. Havre & Liverpool  
 "AJAX" 19th Apr. Genoa, M'les, L'pool & G'gow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TALTHYBIUS" 18th Mar. Victoria, Seattle & Vancouver  
 "TYNDAREUS" 4th Apr. do do do  
 "PROTESIAS" 11th May do do do

## NEW YORK SERVICE

(via Suez or Panama)

"LAERTES" 27th March via Suez  
 "IDOMENEUS" 12th April for Liverpool  
 "PYRRHUS" 3rd May for London  
 "ANGELUS" 10th June for Liverpool  
 "TELESIAS" 7th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND  
CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co's Steamer

"AJAX"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 11th March.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free-storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 31st March, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th March, 1921.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

The Company's Steamship

"SIBERIA MARU."

From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
& DAIREN.

The above named Steamer having arrived on Friday, the 11th March, 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday, the 18th March, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday the 21st March, 1921, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,  
Manager.

Hongkong, 11th March, 1921.

## W. S. BAILEY &amp; CO. LTD.

ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.

HARBOUR REPAIRS

Call Pipe "L"

Sole Agents for  
"KELVIN MOTORS"  
Motors from 12 B.H.P. to  
50 B.H.P., now in stock  
also spare parts.

Works Tel. K.21.  
Manager... K.329.  
Secretary... K.369.  
Harbour Engineer... K.28.  
Telegrams "SEYBOURNE."

## NEWS AND VIEWS.

I have just heard (says "Booth-comber" in the Daily Express) an alluring story of the latest joke perpetrated by the Disposal Board, among the lots at a recent auction were a few unopened wooden cases, which were knocked down to a farmer for £12. They contained new unused aeroplane engines, which were resold to the makers for £4500.

Someone has sent this curious muddle-up of two different items of news which appeared in a North Country newspaper:—"Mr. J. C. Gould, M.P., is reported to have purchased a shipyard at an estimated cost of £2,500,000. This enormous cost is said to be due to the fact that the purchase includes a four-roomed cottage, which has just been redecorated." Lucky dog.

Canon Jephson, of Ecton Rectory, Northampton, who sent a cheque for £1, 1s 2d, to the clerk to the County Council in response to a demand for taxes and postage, had the cheque returned to him with the intimation that the cheque should be made payable for one guinea only, the twopenny postage being forwarded separately. The cheque, it was added, should be made payable to the County Council. The communication was signed by the clerk to the County Council, and cost twopenny to send. Canon Jephson proposes to wait now until he is summoned and to show the letter to the Magistrate.

Counsel for the defence in a case at Liverpool Assizes in which it was alleged that perjury had been committed during the hearing of an affidavit summons, said he was glad that ladies were serving on the jury as they could be of assistance in dealing with a case of that kind. Sir Alfred Tobin, Commissioner of Assize, there-upon observed:—"The members of the jury will prefer to be called men and women. Woman is the good old English word, and I am sure the women jurors will appreciate the dignity of that title."

Sir Harry Lauder is back in London. "I'm just the same old Harry," he told a Press representative and added—"I feel as if I did 25 years ago." He was smoking a pipe about a foot long, and wearing a kilt of M'Leod tartan. "People are very curious about my kilt. I have 34,000 acres in Argyleshire, and I'll sell them to-morrow at market value. I run the whole show myself, but I haven't got learnt all the names of my 10,000 sheep. I had a great time in America, and I got at least one drink after prohibition. But it breaks a Scotsman's heart to have to pay 45s. for a whisky. How can a decent Scotsman enjoy a thing when it's too dear!"

## SHIPPING NEWS.

DOCK FOR FOOTING.  
It is reported that a Shanghai engineering firm is to establish a large dock at Footing.

FLOATING DOCK FOR NETHERLANDS E. INDIES.  
A floating dock about 300 ft. long built at Rotterdam is en route to Sourabaya.

MOTOR-SHIP CONSTRUCTION.  
During last year 24 ocean-going motor-ships were put into construction throughout the world, eight of which were built in the United Kingdom, states Shipping and Engineering (Shanghai), which adds that practically all of the marine engineering concerns at Home have begun the construction of internal combustion engines.

BIG OIL-TANKER.  
The oil-tanker, the San Felix, designed to carry about 12,000-ton deadweight on Lloyd's summer draught was launched from the Walkar-Tyng yard of Messrs. Armstrong, Whitworth, and Co. to the order of the Eagle Oil Transport Company. Built on the Isherwood longitudinal system, she has a length, over all of 547ft., and a beam of 69ft. 4in., and the arrangement of her 12 cargo-oil tanks is such that four different kinds of oil can be dealt with at the same time. Her double reduction geared turbine machinery of about 4,300 s.h.p. has been designed and built by the Welland Shipway and Engineering Company.

THE LARGEST MOTOR VESSEL.  
The largest motor vessel completed in 1920 was the Zoppot, owned by a Danzig firm. She is an oil-tank vessel carrying 15,000 tons, but the two 14,000-ton ships for the Glen Line, the Glenapp and the Glenogle, are perhaps more interesting ships and are equipped with machinery of much higher power. Four more vessels similar in every respect to the Glenogle will be completed during the course of the next twelve months. Among the more important developments in motor shipping which will shortly occur is the construction of passenger liners for various companies. Three of these will be commissioned for the British India Steam Navigation Company, Ltd., before the end of the year, the first being the Magvana. In addition there will be three larger and faster vessels for that firm and one or two more for Scandinavian owners.

AIDS TO NAVIGATION.  
The Director of the U.S. Naval Communications said recently that wireless telegraphy was every day making navigation more simple and safe. "There will be a time," he stated "when ships will be without chronometers, and will be in constant wireless touch with ports until they reach their destination. This is not a dream: it is near at hand. By means of the radio compass a ship can get her bearings when she calls for it anywhere along the coast of the United States. This instrument has already saved ships which were headed straight for the shore. The depth of water under the ship can now be accurately determined by the hydrophone, which works on the reflection from the ocean bottom of the sound of the ship's propeller. By this device shallow water can be avoided, and even the proximity of icebergs detected. Ships also can communicate with each other by underwater waves sent out by oscillators. "Hurricanes can be detected by sensitive radio-telephones, and even the general direction of storms is felt on wireless receiving apparatus. The time is now sent broadcast by coastal stations, and by the time given for certain longitudes the ship can tell its location. Weather warnings and location of wrecks, derelicts, and icebergs are given out."

## ATTENTION LADIES!

OUR FRENCH AGENTS HAVE JUST SENT US A  
SHIPMENT OF

PERFUMES &amp; TOILET WATERS

OF THE HIGHEST ORDER.

ALL WELL KNOWN BRANDS ARE REPRESENTED

MAKE YOUR OWN CHOICE.

THE SINCERE COMPANY,

## HOTEL LISTS.

## Hongkong Hotel.

Corrected to 28th February, 1921.

C. W. Anderson, Miss Kent  
 R. Appel, Mrs. and Mrs. R.  
 J. Arnold, Kowley  
 Miss Avis, Mr. and Mrs. H.  
 J. T. Bagram, A. Lammert  
 Mr. and Mrs. G. Dr. M. C. Lasher  
 H. M. Banner, Mr. and Mrs. C.  
 man, Lauritsen  
 Mrs. J. Barr, Miss H. Lillie  
 J. E. de Beau, Mrs. M. A. Lissak  
 champ, Miss C. J. Lowson  
 Mr. and Mrs. C. G. Ludin  
 H. Benson, N. Macleod  
 Mrs. E. R. Belilos, F. Marks  
 Mr. and Mrs. S. F. B. Marshall  
 Bisney, Mr. and Mrs. J.  
 Dr. J. G. Lyon, Martin  
 Brown, Capt. A. McEa  
 Mr. Mrs. A. A. chran  
 Bull, N. McIntyre  
 G. A. Butz, D. McMurray  
 Capt. J. W. Mrs. F. Mooney  
 Campbell, H. M. Morgans  
 Capt. G. Chap, F. C. Morton  
 man, J. R. Murray  
 Mr. and Mrs. E. Mr. and Mrs. W.  
 Cock, P. Neeson  
 N. Croucher, Miss M. Packard  
 Mrs. Croucher, Miss V. Packard  
 W. H. Daub, Mr. and Mrs. J.  
 A. David, N. Parker  
 D. R. Davies, Miss D. E. Pop  
 R. Douglas, perrell  
 Mr. and Mrs. Du, Mrs. G. Perring  
 chasteau, son  
 Mr. and Mrs. L. S. S. Perry  
 A. Duckworth, V. C. Ponsoby  
 Mr. and Mrs. C. Miss E. Proper  
 M. Ede, E. H. Ray  
 Capt. G. W. Eedy, G. O. Richard  
 R. C. Elliott, son  
 Eng. Capt. S. P. W. R. Ricketts  
 Ferguson, F. L. Robbins  
 J. S. Gardiner, G. J. Rudolph  
 Mr. and Mrs. L. H. W. Sassoon  
 A. Goldsmith, Mr. and Mrs. E.  
 T. B. Gompertz, Shollin child &  
 nurse  
 Mrs. C. Lacy, Capt. Sigveland  
 Goodrich, Mrs. J. Sinclair  
 J. G. Grant, C. Y. Smith  
 W. E. Hale, Mrs. W. Spod  
 G. H. Hall, Miss D. Spod  
 Capt. T. P. Hall, L. H. Stewart  
 C. Hammond, Sir Eric and Lady  
 Mr. and Mrs. W. Stuart-Taylor  
 A. Hannibal, Mr. and Mrs. W.  
 Miss Harding, Swire and maid  
 G. Harper, Misses (2) Swire  
 J. Scott-Harston, Mr. and Mrs. C.  
 B. B. Haslett, P. Tompkinson  
 Mr. and Mrs. P. Miss V. Temple  
 E. Haslett, Miss D. Tilling  
 A. J. Hilbert, Mrs. L. H.  
 Mr. and Mrs. T. Treadway  
 W. Hindmarsh, Mrs. E. Tread  
 Capt. A. W. way  
 F. L. Hough, F. Walo  
 M. M. Hussey, Mrs. C. W. War  
 Mr. and Mrs. A. field  
 de Jacobs, Mr. and Mrs. R.  
 Dr. E. A. Jay, J. Weir  
 E. M. Joseph, Dr. J. D. White  
 R. Julian, Mrs. E. M. White  
 Mr. and Mrs. N. lianos  
 B. Karanjia, P. J. Wodehouse  
 Mrs. W. E. Kent, P. J. Wodehouse

## Repulse Bay Hotel.

Corrected to 28th February, 1921.

G. Butz, Mr. and Mrs. A.  
 Miss Butz, H. Compton  
 maid, Miss Hillier  
 Mr. and Mrs. V. Miss E. C. Pear  
 Clair, ce  
 Mr. and Mrs. T. Mr. and Mrs. G.  
 F. Cobbs, J. Robinson

## Peak Hotel.

Corrected to 1st March, 1921.

Mr. and Mrs. Major and Mrs.  
 H. W. Allen, J. R. Lloyd  
 Mr. and Mrs. A. J. D. Lloyd  
 E. Ashton, R. S. Logan  
 Surgeon Comdr. Mr. and Mrs. T.  
 & Mrs. Aveling, N. MacRynolds  
 Mr. H. W. Bird, Mr. and Mrs.  
 R. E. O. Bird, C. P. Marcel  
 Mr. and Mrs. D. Mr. and Mrs.  
 K. Blair, J. R. Marsh  
 Mr. F. Bouliot, Mrs. Mathiasen  
 M. J. Breeh, H. L. Mocklen  
 J. O. Brider, H. L. Mocklen  
 H. R. Bridger, L. Comdr. and  
 Mr. and Mrs. E. Mrs. M. Miller  
 W. H. Carpenter, Mr. and Mrs. J.  
 G. F. Caville, F. Miller  
 Mr. and Mrs. J. Capt. and Mrs.  
 W. Church, H. S. Mills  
 Mr. and Mrs. E. Mr. and Mrs.  
 Cockburn, G. Morgan  
 Mr. and Mrs. R. Mr. A. C. New  
 C. Comrie, comb  
 C. F. Cooper, Col. L. A. Nichol  
 Miss M. Cooper, son o.m.s.  
 Mrs. Cormack, Capt. and Mrs.  
 R. Crowley, Olliver  
 D. F. Cuthill, Capt. and Mrs.  
 J. D. Danby, G. W. Ox  
 Mr. N. B. Davies, spring  
 Eng. Comdr. W. A. H. Penn  
 Dawson, Mr. and Mrs. T.  
 Mr. and Mrs. L. Perkins  
 F. J. Dickie, E. Ralphs  
 Lt. Comdr. & Mrs. Mr. and Mrs.  
 Drew, W. E. Roberts  
 D. D. Dryden, J. S. Robinson  
 Mr. and Mrs. John H. W. Roger  
 Duncan, Maj. and Mrs.  
 N. S. Ellis, Sanders  
 C. Farmer, C. E. Sandstrom  
 A. V. Farmer, R. P. Shaw  
 I. Farmer, Hon. Mr. E. H.  
 Rev. W. T. and Sharp  
 Mrs. Fes, A. Findlay Smith  
 Miss Gibson, Misses Stitt  
 Mr. and Mrs. Misses and Miss  
 H. L. Grout, Stubbings  
 D. Hall, J. P. Swindells  
 Mr. and Mrs. Mr. and Mrs.  
 Maj. Harding, S. J. Syrett  
 Mr. and Mrs. Mr. and Mrs.  
 M. Henderson, Thompson  
 A. H. Hollings, Mr. and Mrs.  
 worth, Quarles Van  
 Mr. and Mrs. A. Ufford  
 D. Humphreys, Mr. J. G. Vaux  
 R. G. S. Kay, Mr. and Mrs.  
 Mr. and Mrs. W. Veness  
 B. Kennett, Mr. and Mrs.  
 Mr. and Mrs. G. H. Wakeman  
 Koukolevsky, R. A. Walter  
 Miss Koukolevsky, H. H. Webster  
 J. H. Kring, Mr. and Mrs.  
 H. P. Lamarche, Marshall Wood  
 Mr. and Mrs. Langridge

## Station Hotel.

Corrected to 28th February, 1921.

Miss E. Best, P. J. de Kant  
 S. Begg, L. P. Krause  
 Mr. and Mrs. J. Macdonald  
 C. W. M. Bion, Mr. and Mrs. Wm  
 and child, Macfarlane  
 Mr. and Mrs. C. N. de Man  
 C. Brooks, Mrs. B. McCallum  
 Mrs. J. Stewart, Mrs. T. B. Mudie  
 Brown, P. Nelson  
 Mr. and Mrs. J. Mr. and Mrs. G.  
 R. Capell, Mr. J. Porter  
 Miss Capell, A. N. Reid  
 Master Capell, G. Ringnalda  
 Capt. and Mrs. J. Capt. & Mrs. H. F.  
 L. G. Carter, Robinson & child  
 T. Dawson, Mr. and Mrs.  
 A. V. Dekker, D. W. Salter  
 R. Dijkstra, children  
 C. J. Endert, Mrs. E. Savourch  
 A. Harper, Mrs. M. M. and Mrs.  
 O. A. Harrington, J. S. Smith  
 J. P. F. Kamp, Wm. Thom  
 Mr. and Mrs. J. Mrs. L. Turner  
 Hyde and two Mrs. and Mrs.  
 children, J. S. Withell

## Carlton Hotel.

Corrected to 23rd February, 1921.

Mrs. O. Acocok, Mr. and Mrs. J.  
 Mr. and Mrs. D. H. Jory  
 Amos, Miss Jory  
 Miss Ames, S. Kristianson  
 F. Arnold, G. E. Marr  
 F. J. Blyth, J. Marshall  
 Mrs. H. T. Bodges, Miss McPherson  
 Master Bodges, Mrs. G. E. Mill  
 Mrs. E. E. Camor, W. L. Peebler  
 on, Mr. and Mrs. T.  
 F. D. Carr, O. Ramsey  
 S. Charsen, Mr. and Mrs.  
 L. R. de Cheers, Remadins  
 C. Christophersen, Mr. and Mrs. W.  
 Mr. and Mrs. D. E. V. Ryburn  
 M. Cohn, Mr. and Mrs. F.  
 Mrs. F. M. Colline, L. Schwartz  
 Geo. Cormack, Mr. and Mrs. F.  
 C. Cyltino, M. Selby  
 G. A. Dek, Miss Shilling  
 Miss R. A. Dodd, J. R. Sinner  
 Miss C. S. Everett, F. Soot  
 G. Faravel, J. G. Smart  
 Mrs. C. Fletcher, R. Soler  
 Mrs. M. Goff, J. Stuke  
 Capt. Gumley, J. Syntrom  
 Capt. T. M. Hag, Miss J. G. L.  
 Jerege, Taylor  
 J. H. Halvorsen, L. J. Taylor  
 C. Hanno, Miss R. Tarotsky  
 Miss E. Hogend, Capt. L. Thorsen  
 Mr. and Mrs. G. O. F. Ulland  
 W. P. Hunt, Mr. and Mrs. R.  
 Miss Hunt, J. Vilim  
 Mr. and Mrs. B. R. E. Whitman  
 E. Johannes, E. Whitman  
 G. H. B. Jones

## St. George's House.

Corrected to 3rd March, 1921.

Major Bagual, Surg. Comdr. L. C.  
 Mrs. Bagual, Hunt n.n.  
 child, Mrs. L. C. Hunt  
 Mr. D. H. Ban, P. A. Hutton  
 acur, H. J. Lamb  
 Mrs. A. K. Beale, Mr. and Mrs.  
 Miss L. Beale, Losius  
 Mr. and Mrs. H. C. Lowick  
 Bean, H. M. Madden  
 J. Berentson, Mr. McHugh  
 B. O. Blaker, W. McKenzie  
 Mr. Benton C. Mr. and Mrs.  
 Byrd, Hugh S. Miller  
 Mr. and Mrs. C. Mr. Alex Mitchell  
 H. Craig, Mr. Thomas Mit  
 Mrs. G. Crook, chell  
 shank, Mr. and Mrs.  
 H. H. Day, E. Ferguson  
 F. F. Farhine, Nicoll  
 Mr. and Mrs. D. T. G. Paterson  
 S. F. Gming, W. H. Petley  
 Mrs. A. B. Greig, Miss Potter  
 and child, J. R. Summers  
 Comdr. A. B. A. L. Terry  
 Greig, n.n. Mr. and Mrs. J.  
 C. J. B. Helstrom, Watt

## Palace Hotel.

Corrected to 1st March, 1921.

Capt. R. Y. W. E. Iles  
 Anderson, W. A. Lacombe  
 A. R. P. Davies, Mrs. E. A. Lily  
 Mrs. E. Dobinson, Capt. K. A. Mat  
 G. Forestier, thews  
 A. G. Forsyth, P. L. Newman  
 B. Geoffrey, Mr. and Mrs. R.  
 J. H. Gosliner, Nicholls and  
 A. Greenett, children  
 E. Hoather, Mr. and Mrs.  
 Mr. and Mrs. J. B. Oxberry  
 F. Hobbs, B. Petheram  
 Mr. and Mrs. Capt. T. G. Purvis  
 J. W. Hood and H. J. Bowe  
 children, O. A. Ryles  
 J. J. W. de Hoog, Mr. C. F. Starkey  
 Mr. and Mrs. A. J. H. Tait  
 Howarth, J. M. Taylor  
 Mr. and Mrs. H. W. E. Wakeham  
 S. Hurley

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## PYERIS

An exact reproduction of the water of a famous European

perfectly with Wines and Spirits—

especially Whisky.

Little learning is a dangerous thing.  
Drink deep, or touch not the Pyerian Spring.  
There, shallow draughts intoxicate the brain,  
and drinking deeply sobers us again."

POPE.

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## The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 14, 1921.

### WRITING HISTORY.

Mr. Owen Wister showed himself in previous years to be a friend of Britain, and an interview which a London pressman has had with the American author in the course of the latter's voyage to Europe to visit the battlefields testifies to Mr. Wister's continued amity towards the Old Country. Just now especially, when the utterances of public men are an appreciable factor in Anglo-American relations, Mr. Wister's expressions of goodwill are welcome. The author of "The Virginian" has displayed more than ordinary courage in telling the truth to his own countrymen at a time when anti-British feeling, fanned by faction, ran high in certain quarters. Irish and German propagandists sought to breed dissatisfaction by asking, "What did England do in the war?" whereupon Mr. Wister responded with a tabular statement of the naval, military, and financial exertions which Britain had put forward before a man of the United States Army set foot on French soil.

Apart from the immediate service rendered by Mr. Wister in setting Britain's efforts in a fair light, he has directed attention to a matter of capital importance—school histories. Here, too, our American friend shows his open-mindedness by accepting on behalf of—or, rather, allotting to—his compatriots a full share of the blame. The text-books on history used in American schools have been a medium for ventilating American grievances against the Mother Country in relation to the Republic's earlier days, and the memory of 1812 in particular has been kept very much alive. Mr. Wister thinks it is time this spirit ended. He suggested—perhaps whimsically, but with an underlying vein of seriousness—that it would be well if the Allies could edit America's history books. As this was hardly practicable, it is good to hear that the Pennsylvania author's own work in the direction of this reform is bearing fruit. In his native State an entirely revised plan for the school histories is being adopted after a careful review of the facts of the secession and its aftermath.

This plan of having histories written by a third party has a good deal to be said for it. First of all the antagonists might proceed from a double standpoint, each side writing a history not only from its own, but from the enemy's point of view. This would provide a comprehensive collection of material for the neutral historian to get to work upon, so that the net result might reasonably be, if not the truth, the whole truth, and nothing but the truth, at least an approximation thereto.

### NOTES & COMMENTS.

#### British Volunteers.

Congratulations to our Scottish friends of the Volunteer Defence Corps. The Company is already the strongest in the Corps, and it was publicly learned by the Orders published on Friday that permission has been granted for the formation of a pipe band. There is nothing if not keenness indicated here, and the enthusiasts responsible for the innovation are deserving of every commendation. Not only will such a band redound to the credit of the particular Company but it will be an acquisition of which the Corps as a whole will be proud. Just how long it will be before our Scottish Volunteers are issued with their kilts seems to be uncertain, but one can look forward to the day when the local "kilties" and band will form the very picturesque vanguard of a strong column of route. Ever since the organisation of the Company there has been exhibited an enthusiasm that one wishes was a little more manifest among some other sections. If volunteering is worth doing then it is worth doing well. We know of many men who have joined up simply because they thought they ought to and there they would seem content to leave it. That kind of service is not appreciated and is hardly desirable. It is because the members of the Scottish Company have exhibited the spirit that makes for success and efficiency that we take this opportunity of publicly saying so. May the pipe band they now have authority to form be but only one expression of their enthusiasm.

#### A Needed Reminder.

The remarks that fell from Mr. G.C. Moxon, as Chairman of the annual meeting of the St. George's Society, regarding the wasteful expenditure on the Ball that marks the celebration of Twelfth Night will find very hearty echo in the hearts of many. Since the signing of Armistice there has been nothing more nor less than competition in lavishness between the Societies that hold such functions and the time has come when a halt should be called. The Ball account for 1920 shows that many hundreds of dollars were spent in one night, whilst the account for this year's function could scarcely have been less. With the world in the impoverished state it is such extravagance is hard to defend. Let us by all means continue to mark national days by a social event. It does good, undoubtedly. But let us also recognise that a little moderation is wise and that economy is the vital slogan of the hour. We are all apt to adopt extravagant ways out here and we need an occasional reminder that things would be better otherwise. Mr. Moxon has given the St. George's Society that reminder and we sincerely trust it will be heeded. And why should the practice of the precept not be emulated by others?

#### The C.R.A.

Three cheers for the C.R.A.—otherwise the Constitutional Reform Association. At long last it's interesting itself in something concrete and practical. We don't know the nature of its letter to the Sanitary Department, but we do know the subject—the removal of rubbish. Its mission is to be dealt with at tomorrow's Sanitary Board meeting. The funny part of the business is that it has taken a rejection of its main plank—reform of the Colony's Constitution—to galvanise it into action on a matter of immediate public concern. So the set-back it has suffered on the subject which gave the Association its name may, after all, prove a blessing in disguise. It's no use bemoaning past shortcomings, but, all the same, the public may be forgiven for enquiring why the Association has not got down to questions of municipal interest before. Its objects provide for the giving of consideration to any matter of public interest, yet during the many years of its existence it has done nothing along these lines. Its "reform" programme was not pressed during the war, for very obvious reasons. But there was nothing to prevent its concentration on purely local issues. Maybe its leaders have profited by the object lesson set them by the Kowloon Residents' Association. Be that as it may, it's something to the good that a start has at last been made. In its new sphere of activity we wish the Association every success.

### DAY BY DAY.

THERE ARE TIMES WHEN A CHARITABLE HEART CAN DO MORE GOOD THAN A CHARITABLE HAND.

Two recruits for the Police Force arrived in the Colony by the C.F.O.S. Montangle on Saturday.

Commissioned Gunner Charles T. Usher, latterly serving on the Pembroke at Chatham, has been posted to the Hawkins.

A Chinese was at the Police Court this morning fined \$4,000, or eight months' hard labour, for being in possession of 65 tael of opium.

Saturday's health return shows two cases of cerebro-spinal fever (one fatal) and one fatal occurrence of small-pox. All were Chinese.

The Hon. Mr. E.D.C. Wolfe returned to the Colony by the Nankin on Saturday from a long leave. He was accompanied by Mrs. Wolfe.

Paymaster-Lieutenant F. D. Pearce and Paymaster-Midshipman J. E. D. Smith and J. Parrott have been appointed to the cruiser Hawkins, flagship of the China Station.

The total output of the Kailan Mining Administration's mines for the week ending 26th February, amounted to 53,335 tons and the sales during the period, to 82,943 tons.

Captain A. C. H. Smith, an officer well known on the China Station, where he served before the war, is now senior captain of the Royal Navy and the next on the list for promotion to flag rank.

The meetings on Wednesday evenings in connection with the first Church of Christ Scientist, Hongkong, are held at 5.45 p.m. and not at 5.30 as appeared in our Church Notices on Saturday.

Admiral Joseph Strauss, the newly appointed Commander-in-Chief of the U. S. Asiatic Fleet, is shortly expected here aboard his flagship, the U. S. S. Huron, accompanied by a flotilla of thirteen destroyers.

The Goodenough Memorial Prizes have just been awarded, and one of the trio has been won by Lieutenant Erskine K. H. St. Aubyn, D. S. C., commanding the river gunboat Cockchafer, China Station.

We have received from the Hon. Secretary of the South China Athletic Association a programme of the Association's first athletic sports, to be held on Good Friday, the 25th instant, at the Racecourse. This meeting is to be held annually, with a view to promoting Chinese athletic talent for the Far Eastern Olympic Games and it is worth noting that this Meet will be the first of its kind in the history of the Colony. Mrs. Mok Kong-sang is to present the prizes after the sports.

Several arrests were on Saturday made by the Police as a result of an armed robbery perpetrated by a gang on No. 63 Po Kwong. One of the men was armed with a dagger with which he is alleged to have committed the robbery, in association with another individual. The victim, who rejoiced in the lengthy mononclature of Au Yang Look Mui, had the unhappy experience of seeing a wooden box, containing her most treasured possessions, being carried away by the robbers who had made an unostentatious entry into the house whilst she was asleep.

Mrs. Harry Woods desires to announce that as the number of tickets sold for her dance next Thursday has exceeded the limit, St. Andrew's Room will also be used for dancing, and begs to remind patrons that all tickets must be presented at the door, and dancing will begin at 9.15, upon the arrival of H. E. the Governor and Suite. Mrs. Woods will preside at the Chichering Grand, and will have the kind assistance of the Hongkong Hotel Band, which has generously been donated by Mr. Taggart in aid of this great cause. Programmes will be sold from ten cents each. A large number of leading firms have generously contributed in kind to this Fund, a list of which will be published later.

### TROUBLESOME GERMAN.

#### Arguments in Court.

Owing to the lateness of the hour, we were unable to give a full report on Saturday of the case in which a German named Jorgensen was charged by the Captain of the Gujarat with disaffection on board the vessel in the Harbour on Friday morning. The following is a fuller account of the proceedings at the Police Court:—

Mr. H. C. Macnamara, who represented the operators of the steamer (Messrs. Namaze and Company), in presenting his case said that he had received instructions to proceed against a German who had caused trouble on board the Gujarat.

The accused, who speaks excellent English, and appears to be about thirty years of age, had the charges read over to him by the Magistrate, who stated that they were (1) threats to assault the Captain of the vessel, and (2) unlawfully using threatening words to the complainant with the intention of committing a breach of the peace, or whereby a breach of the peace might have been occasioned.

The accused:—All I had to say is this: I should like to know what was meant by "threatening words"?

His Worship:—Anybody who uses threatening, abusive or insulting words with the intention of committing a breach of the peace or whereby a breach of the peace may be occasioned. That is the charge under which you are brought here.

The accused:—I don't know whether I may state my case.

His Worship:—I have to deal with you on the evidence proving the charge. You will then be able to make your own statements.

The accused:—According to my case, I was talking to the Captain in the same way as I would talk to any gentleman when in the position I was.

His Worship:—You plead not guilty?

The accused:—I plead not guilty.

His Worship (to Mr. Macnamara):—Are you ready to go on with this case?

Mr. Macnamara:—The ship will be leaving this afternoon, and it is essential that the evidence I have to produce for the prosecution be heard as soon as your worship can start the case this morning.

His Worship (to the accused):—Are you ready to go on, on your own evidence?—Yes, truthfully.

Mr. George Mercer, Captain of the Gujarat, was examined by Mr. Macnamara. In reply, witness stated that he found the conduct of the accused as always most objectionable and—

His Worship here interposed, raising an objection against the evidence being led in that manner.

Mr. Macnamara explained that all his questions were intended to lead to the exact offence. He would, however, put his questions in another way:—Will you state the circumstances leading to this charge? What did the accused say to you?

The witness, replying, said:—At 9.30 yesterday morning when the Gujarat was lying at her moorings in the Harbour, the accused told me that he did not recognise my authority on the ship. He represented that he was a member of the Foreign Office. That is a lie, as I have found out since. The reason for the altercation was that he was not paying his fare. He paid only 185 yen, which was less than that paid for a third class fare (200 yen) and still much less than that paid for a first class fare, which is 300 yen. In spite of this, he dined in the first-class saloon, and when I told him that his fare did not entitle him to that privilege, he used these words:—Who the hell are you? I don't recognise the authority of the Captain of the ship. I don't recognise the Captain (the German officer appointed by the Red Cross at Vladivostok to take command of the German troops on board and who also told the defendant that he was not allowed to use the first class dining saloon). I will dine in the first class saloon if I like. I will do for you when we get to Sabang,—in Dutch territory" witness added.

Resuming his evidence, witness said:—"I said to accused: 'I also will see to this. You will do for me, will you?' Then I had this charge made against him. I came ashore to see the Netherlands Consul, who said he did

not want to have anything to do with it. I went also to see the Marine Magistrate, and he passed the case on to the Central Police Station. I had a serious undertaking to assume in taking these people back to Europe, and if the man threatened me in front of my Chinese servants and the troops, my work would be rendered more difficult. I have no armed guard on board. I did not consider this necessary as they had been all well behaved. There may be, however, such characters as the accused on board, and I do not want them to create trouble. There have been no previous cases of this character, as the conduct of the other passengers has been excellent. The Germans, Austrians, Rumanians etc. have been very quiet. When the accused threatened me, I was speaking to my Chief Officer and the Chief Steward was only a few feet away."

His Worship:—Have you had no previous trouble with the accused?

Witness:—When the vessel had departed from Vladivostok, and about three days from here, the Commander of the German troops informed me that his man was not entitled to a first-class fare. He was dining in the saloon. I sent for him. He told me he was a member of the Foreign Office and that some mistake had arisen in the matter of his conveyance aboard. If the fare had been underpaid it would not make the slightest difference to his position. He said he had not the slightest intention to go third class when he boarded the steamer at Vladivostok. The mistake was through the fault of the man who booked his passage. As I did not want to give any trouble I gave him the benefit of the doubt, and told him that until the steamer reached Hongkong he could do as he liked.

At the conclusion of Captain Mercer's evidence, the accused was asked by his Worship as to the defence he would make.

The accused:—I should like to state my case, sir. Will you be kind enough to read it over again so that I can point out what statements I would like to reply to?

His Worship obliged, and when he came to the part where the accused was alleged to have used the word "hell", the accused interposed:—I beg your pardon, but I should like to interrupt you on that point. I am quite sure I did not use the word "hell". I might have used some other word, but it was certainly not "hell".

His Worship resumed his reading:—"You are only Captain of the ship. I don't recognise your authority."

The accused:—Which probably I might have said, but was in reference only to my passage, and not to general relations between myself and the Captain.

His Worship (to Captain Mercer):—The point was raised over the ticket?

Captain Mercer:—It was after my order to the accused.

The accused:—I merely used the words in connection with the ticket only, and not in reference to general relations.

His Worship, in resuming his reading from the evidence of Captain Mercer, cited the passage "I will do for you when I get to Sabang."

The accused:—Which I don't remember. I had no means of fixing up my affairs, because I have no representative of my country to take up my part with the Government, and I did not know that the British Government would take up the matter in the way they have. I don't remember having uttered those words, and if I had, I did not mean it that way.

Mr. Macnamara:—You should understand English slang terms. The word uttered by the accused means "killing."

The accused:—I don't remember having used that word. I may have heard of such terms as "putting it over," and "putting it across."

His Worship:—Have you any other questions to put to the Captain?

The accused, addressing himself to the witness, said:—"I had a talk with you in your own cabin about a ticket which was contained in my pocket book. I told you that I was told that I could take one of the bunks in the ship which was not very commodious. I showed you my ticket for 185 yen with the stamp of the Red Cross Commander, whose name is Gerber, on it."

Witness:—And I told you that the others paid 200 yen or 300 yen for a passage.

The accused:—This ticket, which was from Vladivostok to

Trieste, was a quite impersonal matter to me, as it was not I who had to buy it. It was paid for by another man whom I know and not by the Red Cross.

His Worship:—Unless some special arrangements had been made for you on board.

The accused:—I had told Gerber that 300 yen would be necessary for the ticket. They told me that they had no cabin accommodation on board because all the women had taken these berths. I said that I would be satisfied with what accommodation that was left, and also the use of the lavatory and the dining room. This matter which led to the misunderstanding I was trying to clear up with the Captain. I should like to state that I came out here in a first class berth. I have not sufficient money now to make it up with the Captain.

Mr. Watson, Chief Officer of the Gujarat, gave corroborative evidence in respect of the language alleged to have been used by the accused towards the Captain. The accused's attitude at the time appeared to be threatening.

Mr. Macnamara:—In what sense do you understand those words to have been used?

Witness:—I thought at the time that the words he used were of the character that he would be sorry for having uttered them afterwards if he remembered what he said, and his attitude was out of place altogether.

Those words closed the conversation?—Yes, I might have missed one or two words, but those are all that I can remember.

The accused:—I should like to know how it was threatening language that I used to the Captain. I admit I was rather wrought up under the circumstances.

His Worship:—He was telling what he heard.

The accused:—I beg your pardon. I had hoped that when I came to Hongkong, where I have business connections through the bank, to fix up the matter with their help. (To witness):—I should like to know if there has been any disagreement between us—we have been so kind and good towards each other.

Witness agreed that, previous to the incident under notice, they had had many conversations together, and he spoke to the interpreter one day about the accused, being curious to know who he was.

The Magistrate said he took it that they had always been well-disposed towards each other previous to the incident.

Mr. Macnamara:—Your Worship must remember that this case was sent up by the Harbour Master and that under the Merchant Shipping Act you have authority to deal with the accused. As far as we are concerned, that is, from the private point of view of the owner, this man might very likely cause disaffection on board, endangering the well conduct of the ship. From the public point of view we leave to your Worship to deal with the criminal charge.

The accused, in his statement, said that he did not have enough money at the time to pay on extra fare for the whole trip to Trieste. Up to Sabang the fare would have only been 185 yen, and if he was allowed to proceed there on the sum he had paid his difficulties would be over as he had friends at that port—he had in fact at one time been entertained at the Club there.

The Magistrate:—The point is when you are in the ship are you under the orders of the Captain.

The accused said that he agreed with that point as far as the trip itself was concerned. There were times when the Captain was no more to him than he to the Captain. Knowing the difficulties which the command of the ship entailed, he, in common with other passengers, had made the best of circumstances for the captain, though there were occasions when national jealousies made this understanding amongst the detachments a difficult matter for him (the accused) to have his quarters down in the lower decks with them. To show his bonafides, he might mention that he had tipped the Head Steward so that any difficulties which he might have encountered in this respect might be avoided.

This reference to his largesse provoked a few smiles in Court.

Mr. Macnamara rejoined that this tipping of the steward might have another object—that of making the ship's employees carry out the accused's instructions.

(Continued on Page 7.)



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SILK GLOVES

BLACK BROWN OR WHITE FOOTWEAR

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Best Prices

THE STORE THAT ONLY SELLS THE  
BEST QUALITY GOODS.

YEE SANG FAT CO.

TELEPHONE 1355.

TROUBLESOME  
GERMAN.

(Continued from Page 6.)

His Worship, after a reference to the various ordinances raised by the charges, remarked that he did not feel justified in sending the accused to gaol. He would remand him until Tuesday next to see what arrangements would be made by the operators of the ship.

Mr. Macnamara pointed out that under the Ordinance, Germans were not allowed to land in Hongkong or any other British territory, much less letting the the accused loose during his stay here.

In reply to his Worship, Inspector Spear said that he had no ward in which to receive the accused. The House of Detention would supply the solution of the difficulty.

His Worship then remanded the prisoner in police custody pending arrangements to be made by the ship's owners to send the accused from the Colony by another boat.

The accused executed a most graceful bow in acknowledgement of His Worship's decision.

## FOOTBALL.

## Saturday's Matches.

The results of Saturday's games were:—

## SHIELD SEMI-FINAL.

H.M.S. Titania, 5; St. Joseph's College, 0.

## DIVISION I.

Hongkong Club, 2; Kowloon, 1.

R.G.A., 2; S.C.A., 0.

## DIVISION II.

United, 2; Indian Rec. Club, 1.

R.G.A. Reserves, 5; Kowloon Res., 1.

The Police scratched to the Tamar in the Hongkong League as they were unable to raise a team.

## TITANIA V. ST. JOSEPH'S.

The Titania entered the final in the shield competition when they defeated the College team on the Club ground by five goals to love. St. Joseph's did not deserve to lose by so large a margin as they held their own in the first half and with ordinary luck would have been the first to score. Ogley started the game for the College and the sailors receiving went straight for the St. Joseph's goal but sent the ball outside. Hyndman took the ball down and running through the defence ended up by shooting wide. The sailors forced a corner which was cleared by Omar and by good combination the College team worked the ball down and Ogley sent in a shot that struck the upright and rebounded to play. The sailors again transferred to the St. Joseph's goal and Cooper tested Silva with a fast shot. A free kick to St. Joseph's for Greaves fouling Ogley raised the hopes of the College supporters, but Mapleson cleared by kicking to touch. McCann received from the throw-in and Omar miskicking let in Piles, who beat Silva and opened the score for the sailors. From the centre the sailors attacked and Hendry was pulled up for offside. McCann fouled Ogley and from the free-kick Omar sent Rahmin down the wing but Mapleson tackled and cleared. Hands against Hutchby saw the College in again, but Xavier shot wide. Ogley received in midfield and beating Mapleson sent in a ground shot for Yeoman to pick up and throw away. The same player sent in again and Yeoman just managed to turn the shot round the post for a corner. Hendry received from the corner kick and went right through and sent in a fast shot that Silva only partly cleared and Powell, being close up, put the ball into the net. Half time arrived soon after with the sailors leading by two goals to nil.

Resuming, Kowloon attacked and Taylor sent over a long pass for Evelyn to head in and J. Rodger to clear. Townsend, who had changed places with Wheeler, was forced to kick behind from Gerrard. Mair cleared and Evelyn receiving went down but Lawrence returned. Mair sent in a long shot that Rodger tipped over the bar. Coombes placed well from the corner kick and Rodger fisted away. Gerrard received and ran the length of the field and Crocker running out collided with the Club player and was partly stunned. Play was stopped for a short period for Crocker to collect himself.

Resuming, McPhail sent in to Wallace who forced Townsend to kick behind. Rodger dropped the ball on to the crossbar from the corner kick where it rebounded to Goldenberg who returned wide. Kowloon then transferred play to the Club end and Rodger handled in the penalty area. Knight took the kick and placed the ball into the net. Kowloon tried hard to get the equalising goal, but Rodger in goal was very safe. Weyman sent in a ground shot that Rodger kicked away and the Club transferred play to the

splendid run by Omar, Xavier sent in straight to Yeoman, the ball rebounding from the goal to Hatchby, who cleared. Offside against Xavier sent the sailors in and Ogley cleared. Hutchby returned with a long shot which was headed by one of the defenders past Silva. St. Joseph's went away from the centre-kick and Valesco skimmed the bar with a fast shot. At the other end, Hendry received from McCann and sent in a high shot that went over the bar. In the closing minute Cooper sent in a shot from the left which Silva partly cleared and Piles gave the ball to Hendry who rushed it past Silva. Time arrived with the sailors winners as above stated. Mr. Hollands was in charge of the game. Mr. J. McCubbin, and Mr. H. McTavish of the Hongkong Club were the linesmen.

Hyndman played a hard game for the College, but he was marked by the sailors' centre-half after his first run down.

On the Club ground prior to the Shield match these teams met in a League game. The home side turned the tables on the Kowloon team for their defeat earlier in the season. Wallace and Logan turned out to assist the Club and Tonkin partnered Lawrence at back, Gerrard replacing McTavish in the forward line. Begg started for the Club who were the first to attack and Crocker was called upon to save from Wallace.

Weyman sent Taylor away, the latter sending in a high shot for Rodger to clear. Following mid-field play, Ralston sent in a shot that Crocker stopped and being pressed by Begg stumbled and fell, at the same time pushing the ball away, and Logan being close up sent the ball into the net. Evelyn received from the restart and ran through, passing to Townsend close in. The latter beat Rodger but the ball struck the inside of the upright and rebounded to Taylor, who returned wide of the post. Begg tried a run through but stumbled when about to shoot. He recovered, however, and sent the ball straight to Crocker who cleared, the ball going out to Gerrard who passed to Begg and this player ran through and beat Crocker with a low cross shot. No further scoring before half time and the Club leading by two to nil.

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The Crown Prince had a busy day on Saturday prior to the departure of the Katori and its attendant vessel the Kashima yesterday morning. His Imperial Highness visited the lighthouse at Green Island, and in the afternoon received a large party of Japanese school children, while in the evening a banquet was held on board, at which H.E. the Governor and other prominent guests were present.

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QUIZ.

VISIT OF THE JAPANESE  
CROWN PRINCE.

## Concluding Day's Doings.

In response to an invitation, a party of Pressmen paid on visit on Saturday afternoon to the Katori, which is conveying the Japanese Crown Prince on his tour to Europe. Mr. Sawada, a member of H.I.H.'s suite, receiving the newspaper representatives. No formal statement was made, but Mr. Sawada, who was attached to the Japanese Embassy in London a few years ago and is paying his third visit to England, intimated that his Imperial Highness had been much impressed by what he had seen on the voyage, and greatly admired the illumina-

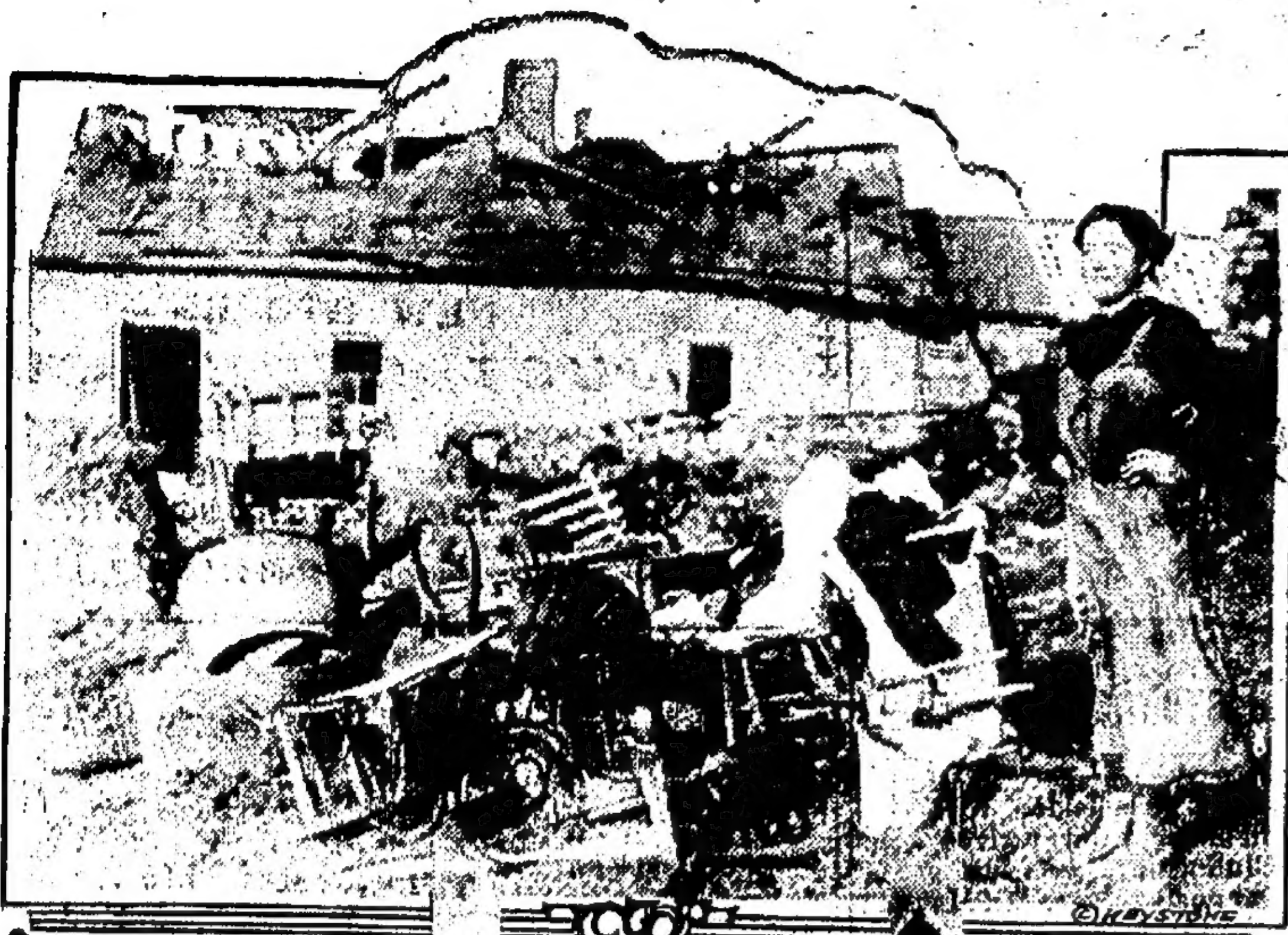
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# CAMERA NEWS



IN IRELAND.

Here are two scenes of the damage done in Cork towns during recent rioting.



THE PRINCE.

This snapshot of the Prince of Wales was taken during the Wilde-Herman boxing contest.



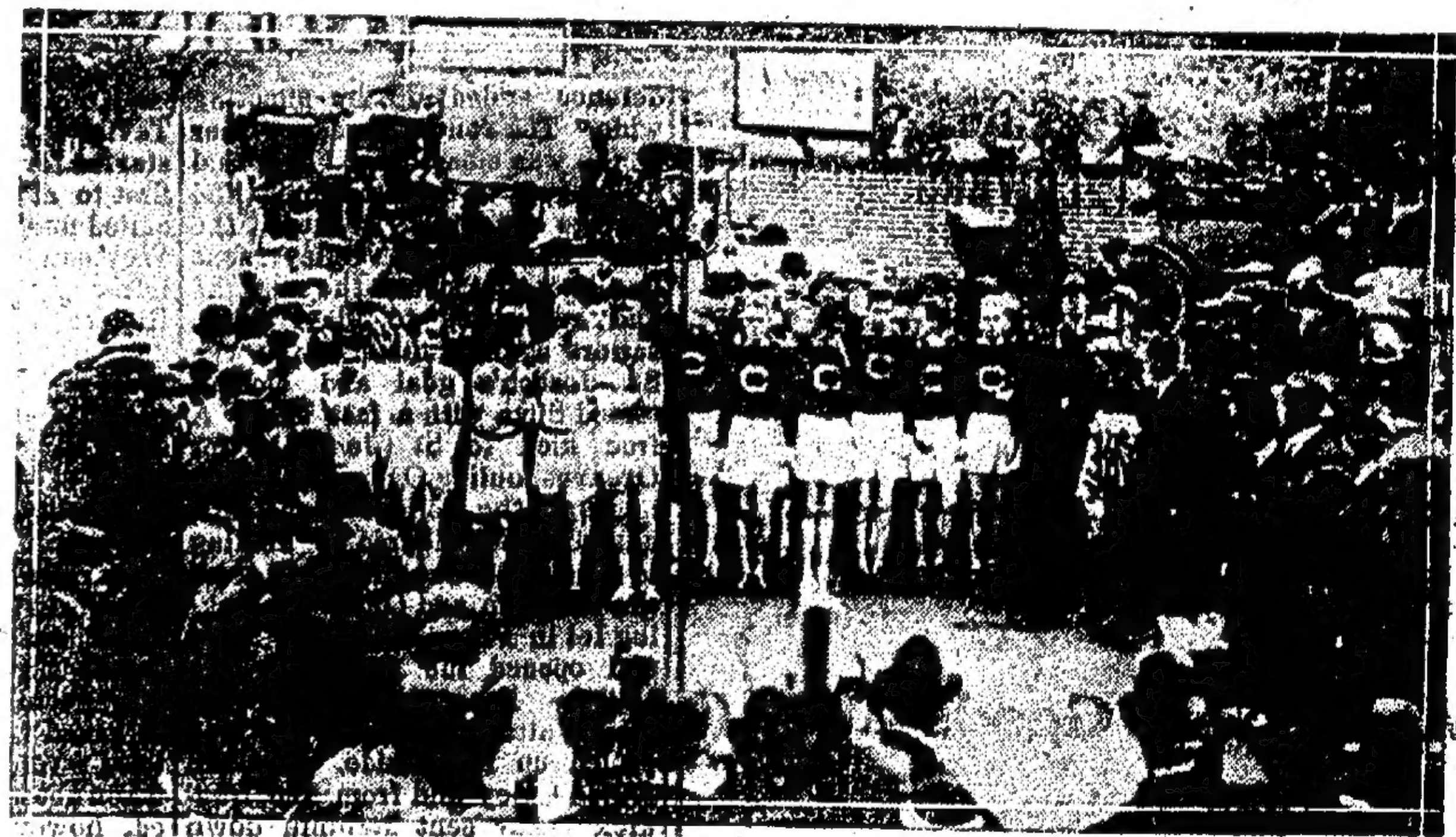
BOXER BILLIARDISTS.

Pete Herman (making shot) playing billiards with Battling Levinsky, at Thames Ditton.



AMERICAN POLO TEAM.

which will visit England shortly, having a practice match.



INTERNATIONAL CROSS COUNTRY RACE.

In a cross country race at Roshampton, recently, the combined Oxford and Cambridge teams ran against a team representing Cornell University. Photo shows the start of the race.

## DOINGS OF THE DUFFS

### The Champion Meets His Waterloo

BY ALLMAN





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GOETTERBURG  
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LONDON  
LUCERNE  
MANCHESTER  
MANTUA  
MILAN  
MONTREAL  
NAPLES  
NICE

OSTEND  
PARIS  
PETROGRAD  
RIO DE JANEIRO  
ROTTERDAM  
ROME  
SOUTHAMPTON  
STOCKHOLM  
TORONTO  
VALPARAISO  
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C. H. BENSON,  
MANAGER,  
Hongkong.

## LITTLE FOLKS' CORNER.

## ADVENTURES OF THE TWINS.

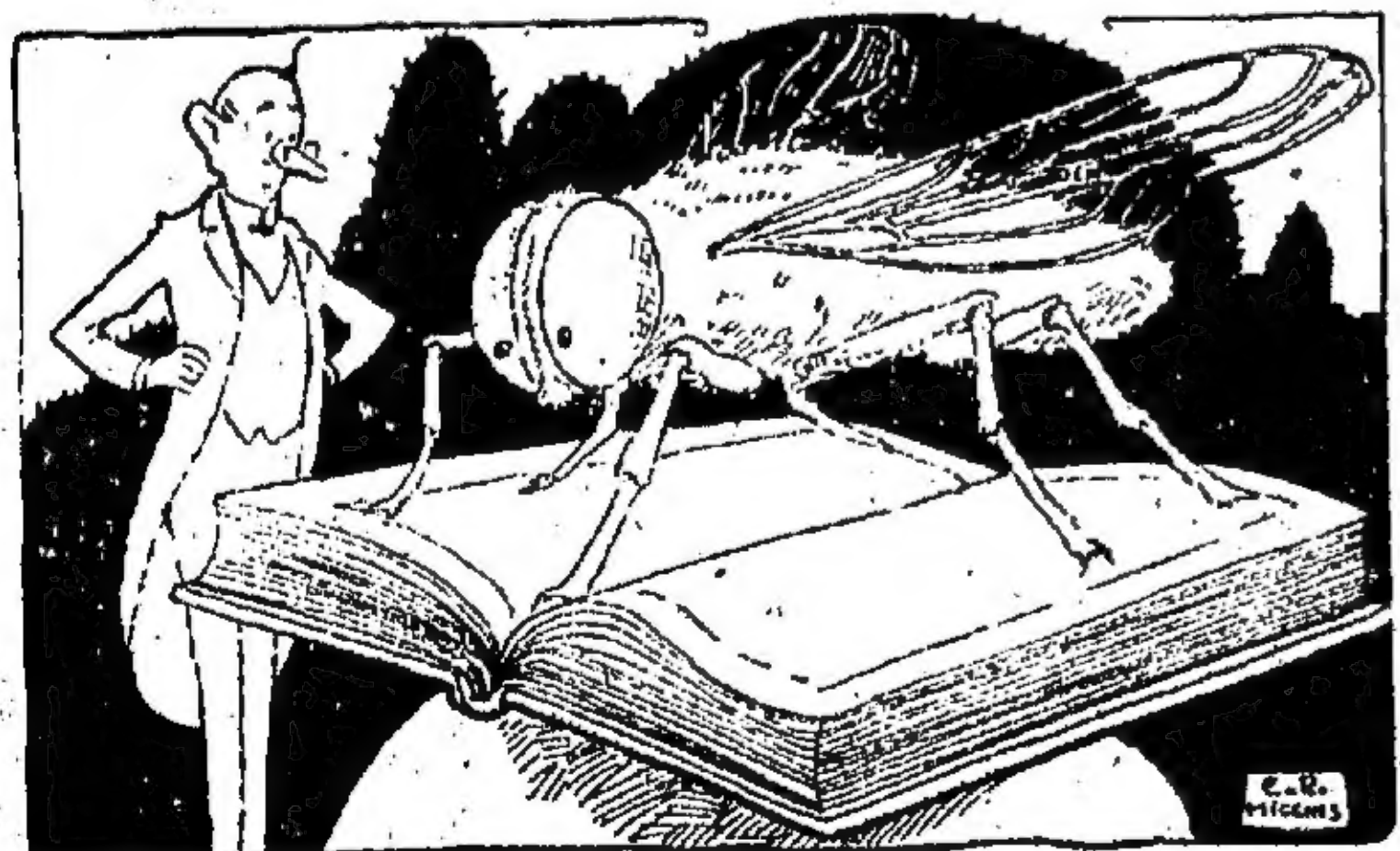
## BUDDY BLUE BOTTLE READS.

The next person to read for the visitors in the Meadow Grove School was Buddy Blue Bottle.

Now, being a little short of readers, Mr. Scribble Scratch, the fairy schoolmaster, couldn't find enough small ones to go around, so Buddy had to take a large one. But he couldn't hold it at all, not even when he used all six of his hands, or feet, or whatever it is that a fly holds things with.

So Nancy laid a reader on the teachers desk, and Buddy walked over it calling out each word as he came to it and then passing on to the next. Buddy wasn't a very good reader, for all his eyes were so big but he did remarkably well. This was why. I'll tell you, although no one else knows it. The teacher's desk happened to be our old friend, the Magical Mushroom, who could speak every language, too, and when Buddy came to a hard word like "impenetrability" or "intemperance," the Mushroom whispered it into his ear.

This was one page Buddy read: "When the monarch surveyed his recent territorial acquisitions, obtained by much devastating warfare in which valuable ammunition had been wasted and devoted



Buddy wasn't a very good reader, for all his eyes were so big.

retainers had laid down their existences, he fell into a melancholic reverie from which none of his vassals could arouse him."

After reading the last word as glibly as if he'd been saying his A B C's, Buddy buzzed back to his seat.

"My, my!" said Mr. Double U Chuck, "whose little boy is this, Mr. Scribble Scratch? He's very smart!"

Mr. Scribble Scratch bowed proudly and explained who Buddy was. "Would you mind explaining just what he was reading?" asked Mr. G.W.

Poor Scribble Scratch pulled his forehead desperately, but it didn't help a bit. "I haven't any idea," he had to confess, "but it sounded all right, didn't it?"

(To be continued to-morrow.)

## THE HONG MOH WRECK.

## Crew Arrives in Hongkong.

On Saturday there arrived by the s.s. Hydrangea the Chief Officer, Second Engineer and the Chief Engineer of the ill-fated Hong Moh, from Swatow. The Second and third Engineers and the doctor of the vessel came here on Sunday by another boat.

In a conversation with the officers we learned that the Hong Moh left Hongkong on the 2nd instant, at 5 o'clock in the evening, and arrived off Swatow at about 11 a.m. the next day. She could not get into Swatow as there was not enough water to go over the bar. The Hong Moh waited till 4.30 p.m. that day and as there was still no water she left for Amoy. It was on the passage to Amoy that the ship struck the rocks. She struck Boat Rocks, about three miles from Lamook Light, at about 7.30 the same evening. By 2.30 the next morning she broke into half. At the time that the Hong Moh left Swatow the weather was rough, a north-east wind blowing.

The impact at the time the vessel struck the rocks was so severe that everybody immediately rushed for their life belts. The Hong Moh was doing on knots an hour when she struck, and water immediately flooded the engine room and the ships lights went out. There were rocks within six feet of the ship on the ship on the starboard side. The Captain was on the bridge at the time. It was expected that the ship would at any moment slip into deep water from the rocks, and passengers were soon resigned to the worst fate. Most of the passengers, as soon as the vessel struck the rocks, got into the life-boats and remained there till morning. After the ship broke into half some of them were washed off the poop.

There were three rafts on the ship, but most of them had disappeared by morning. Communication could not at first be established with the after part of the ship as there was a twenty foot space, caused by the ship breaking in half, but a rope was later connected to the other part and by this means some of the passengers succeeded in getting to the fore part of the vessel. The fore part of the ship was on the rocks and evidently the after part was suspended as she broke in half through the coal bunker.

Some of the passengers tried to swim to the rocks, but very few reached them. Others took to the rigging and several of them succumbed owing to exposure. Others fell into the gap between the vessel where they were smashed to pieces. There were rocks within six feet of the ship on the starboard side.

When the Hong Moh struck the rocks distress signals were sent up, but no vessel came to her assistance; presumably none were in the vicinity. The Shansi came on the scene next morning at about 10 o'clock. The Second Engineer, of the Hong Moh, Mr. Harold Velje, and one Chinese passenger straight away swam to the Shansi, and were picked up at 4 p.m. by means of ropes. The Shansi was standing by a mile off the Hong Moh. She could not come nearer owing to the bad state of the weather. She could not use her boats and had to be content with standing by and looking on.

Captain Holmes was on board his ship with the other officers, except the Second Engineer, for two days after the catastrophe. On the 5th instant, the remainder of the crew, with the Captain, left the wreck and tried to swim to the Shansi. All the crew were hauled up on board the Shansi by means of ropes, but when the Captain was pulled in it was found that he was dead.

We understand that the enquiry into the stranding of the Hong Moh will be held some time next week.

## COMMERCIAL NEWS.

## CHINESE STAMP TAX.

The Klangeu Commissioner of Finance has formally notified the Chinese General Chamber of Commerce, states the Chinese press, that owing to opposition of the part of the merchants, the stamp tax will not be enforced for the present.

## CHINESE AERIAL DEVELOPMENT.

Mr. Tan Choo Ban, B.A., a military aviator from Manila, is now visiting Malaysia with a view to organizing a Company whose business it will be firstly to exhibit aviation, and secondly to run a business-line with China and the Philippines by air, transporting passengers, mail, and goods.

## MAKING MEN INVISIBLE.

Mr. H.G. Wells' dream of an invisible man has almost been realised by a Russian scientist, Doctor Vassilief, who is now revealing the results of his long experiments in Paris, according to the Daily Graphic's correspondent. Dr. Vassilief claims to have succeeded in discovering a method of making the human body transparent. Strangely enough, the method is similar to that imagined by Mr. Wells in his romance, "The Invisible Man" (published in 1897). The organic matter is impregnated with a liquid, the secret of which Vassilief is retaining until the publication of his book on the subject two months hence. Paris journalists, after seeing specimens submitted by Dr. Vassilief, confirm the scientist's declaration. They say that the transparency achieved is not that of crystal, but of gelatine. "The degree of transparency cannot be augmented to invisibility by my composition," says Dr. Vassilief, "as the matter would be dissolved." He has experimented on living animals, such as frogs, and mice. Transparency began in the feet and the tails, but at the end of a week the subjects died. Dr. Vassilief claims, however, that he has succeeded in giving transparency to living flowers by impregnating the surrounding soil. The discovery is deemed to be of immense importance to scientific progress.

## PEAK TRAMWAYS CO., LTD.

## TIME TABLE.

## WEEK DAYS.

From	To	Time
7.00 a.m.	8.00 a.m.	15 min
8.00 a.m.	9.00 a.m.	15 min
9.00 a.m.	10.00 a.m.	15 min
10.00 a.m.	11.00 a.m.	15 min
11.00 a.m.	12.00 noon	15 min
12.00 noon	1.00 p.m.	15 min
1.00 p.m.	2.00 p.m.	15 min
2.00 p.m.	3.00 p.m.	15 min
3.00 p.m.	4.00 p.m.	15 min
4.00 p.m.	5.00 p.m.	15 min

## SATURDAYS.

From	To	Time
7.30 a.m.	8.30 a.m.	15 min
8.30 a.m.	9.30 a.m.	15 min
9.30 a.m.	10.30 a.m.	15 min
10.30 a.m.	11.30 a.m.	15 min
11.30 a.m.	12.30 noon	15 min
12.30 noon	1.30 p.m.	15 min
1.30 p.m.	2.30 p.m.	15 min
2.30 p.m.	3.30 p.m.	15 min
3.30 p.m.	4.30 p.m.	15 min
4.30 p.m.	5.30 p.m.	15 min

## SUNDAYS.

From	To	Time
8.00 a.m.	9.00 a.m.	15 min
9.00 a.m.	10.00 a.m.	15 min
10.00 a.m.	11.00 a.m.	15 min
11.00 a.m.	12.00 noon	15 min
12.00 noon	1.00 p.m.	15 min
1.00 p.m.	2.00 p.m.	15 min
2.00 p.m.	3.00 p.m.	15 min
3.00 p.m.	4.00 p.m.	15 min
4.00 p.m.	5.00 p.m.	15 min

## NIGHT CARS.

From	To	Time
8.00 p.m.	9.00 p.m.	15 min
9.00 p.m.	10.00 p.m.	15 min
10.00 p.m.	11.00 p.m.	15 min
11.00 p.m.	12.00 midnight	15 min

## SPECIAL CARS.

From	To	Time
8.00 p.m.	9.00 p.m.	15 min
9.00 p.m.	10.00 p.m.	15 min
10.00 p.m.	11.00 p.m.	15 min
11.00 p.m.	12.00 midnight	15 min

## HIMRODS

## Gives Instant Relief

No matter what your respiratory organs may be suffering from—whether

ASTHMA, INFLUENZA, NASAL CATARRH, OR

ORDINARY COUGH.

—you will find in this famous remedy a restorative power that is simply

unmatched.

EXPOSED FOR 50 YEARS

old in the use of Chemists and Stores

throughout the Country.

Have one of these.

CURE FOR ASTHMA

## YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.

## BANKS.

## ASIA BANKING CORPORATION.

(AN AMERICAN BANK)

CAPITAL ..... U.S. \$4,000,000.  
SURPLUS & UNDIVIDED PROFITS: ... U.S. \$1,489,000.

HEAD OFFICE: NEW YORK, U.S.A.  
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENSIN.

All Descriptions of banking business transacted.  
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.  
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.  
Payable throughout the world.

VERNE CLAIR,  
Acting Manager.

## THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$60,000,000.  
Paid up Capital, 12,279,800.00.  
Reserve Funds, 7,795,023.00.

## HEAD OFFICE: PEKING.

## HONGKONG BRANCH: 20/21

Connaught Road Central.

Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI  
Manager.

## THE BANK OF EAST ASIA, LIMITED.

## HEAD OFFICE:—

No. 2, Queen's Road Central, Hongkong.

Established 1919.

PAID-UP CAPITAL, \$2,000,000.00

RESERVE FUND, 500,000.00

## DIRECTORS:

Mr. Fong Wai Tung, Chairman

Mr. Chou Shun Sun, Mr. Kuo Ying Po

Mr. Li Koon Chun, Mr. Mok Ching Kong

Mr. Wang Yung Tung, Mr. Fung Ping Shan

Mr. Fung Ping Shan, Mr. Chan Ching Shue

Mr. Ng Chung Lok, Mr. Kan Ching Shue

Chief Manager, Mr. Kuo Ying Po

Asst. Manager, Mr. Li Koon Chun

## BRANCHES &amp; AGENTS:—

LONDON: The London Joint City and

Midland Bank, Ltd.

Every description of Banking and Exchange

business transacted. Loans granted on approved

securities.

Interest allowed on Current Deposit Accounts

at the rate of Two per cent. per annum on sta-

ving Accounts Four per cent. per annum, and on

Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

KAN TUNG PO,  
Chief Manager.

Hongkong, October 1st 1920.

## THE INDUSTRIAL AND

## COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.

Hankow Branch: Huashan Concession.

## DOMESTIC &amp; FOREIGN BANKING.

## SERVICE PROMPT.

Current, Savings, and Fixed

Deposits bear interest at Rates

2%, 4%, 5%, respectively.

J. USING LY,  
Manager.

Hongkong, 7th July, 1919.

## THE CHINESE MERCHANTS

## BANK, LTD.

Head Office: 6, Des Voeux Road, Central.

Hankow Branch: Huashan Concession.

Every description of Banking and Exchange

business transacted. Loans granted on approved

securities.

Interest allowed on Current Deposit Accounts

at the rate of Two per cent. per annum on sta-

ving Accounts Four per cent. per annum, and on

Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

KAN TUNG PO,  
Chief Manager.

Hongkong, October 1st 1920.

## BANKS.

## HONGKONG AND SHANGHAI

## BANKING CORPORATION.

## HEAD OFFICE HONGKONG.

Paid-up Capital, \$15,000,000

Reserve Funds:—

Starting, \$2,500,000

Silver, \$21,500,000

Reserve Liability of Proprietors \$15,000,000

## COUNCIL OF DIRECTORS:

G. W. Wilson, Chairman

G. W. Wilson, Esq., Chairman

A. H. Johnston, Esq., Chairman

A. H. Johnston, Esq., Chairman

A. H. Johnston, Esq., Chairman

A. H. Johnston, Esq., Chairman

A. H. Johnston, Esq., Chairman

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A. H. Johnston, Esq., Chairman

A. H. Johnston, Esq., Chairman

A. H. Johnston, Esq., Chairman



## PACIFIC SHIPPING.



**HONGKONG TO VANCOUVER**  
via Shanghai, Nagasaki ("Moi") Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Japan	Mar. 22	Apr. 12
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 7	July 28
Empress of Asia	July 21	Aug. 8
Empress of Russia	Aug. 18	Sept. 5

Passengers in Europe are strongly urged to determine the exact route of the Atlantic sailing desired prior to, and as far as possible, their departure from the Orient. Traffic conditions on the Atlantic are congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers in Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to  
**HONGKONG OFFICE.**  
Telephone 755. Cable address CACANPAO  
**CANADIAN PACIFIC OCEAN SERVICES, LTD.**



**TRANS-PACIFIC PASSENGER & FREIGHT SERVICE.**  
Operating the following U. S. Shipping Board Steamers.

For **VICTORIA & SEATTLE.**  
(Calling at Shanghai and Japan Ports.)  
**WENATCHEE** ... Passenger & Freight ... May 14th.  
For **SEATTLE, VICTORIA, VANCOUVER, TACOMA.**  
(Calling at Shanghai, Dairen and Japan ports.)  
**CROSSKEYS** ... About Mar. 27.

For **PORTLAND direct.**  
(Calling at Kobe and Yokohama.)  
**COAXET** ... About Mar. 21.

Through bills of lading issued to Overland Common Points.  
FOR FREIGHT AND PARTICULARS APPLY TO  
**THE ADMIRAL LINE**  
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

For freight space and particulars apply to:—

**BARBER STEAMSHIP LINE INC.,**  
**THE ADMIRAL LINE**

AGENTS.

Telephones 2477 & 2478. 5th floor  
Hotel Mansions.


**THE PACIFIC STEAMSHIP CO.**  
**REGULAR SERVICE**

To and From  
**SAIGON—SINGAPORE—SUMATRA**  
**JAVA PORTS.**

OPERATING THE FOLLOWING U.S.B. STEAMERS  
**LAKE ONAWA** March 15. **GLYMONT** April 15.  
**CADARETTA** April 5.

Through bills of lading issued to all United States,  
Pacific Coast and Overland Points.  
For full Particulars and Rates Apply to—

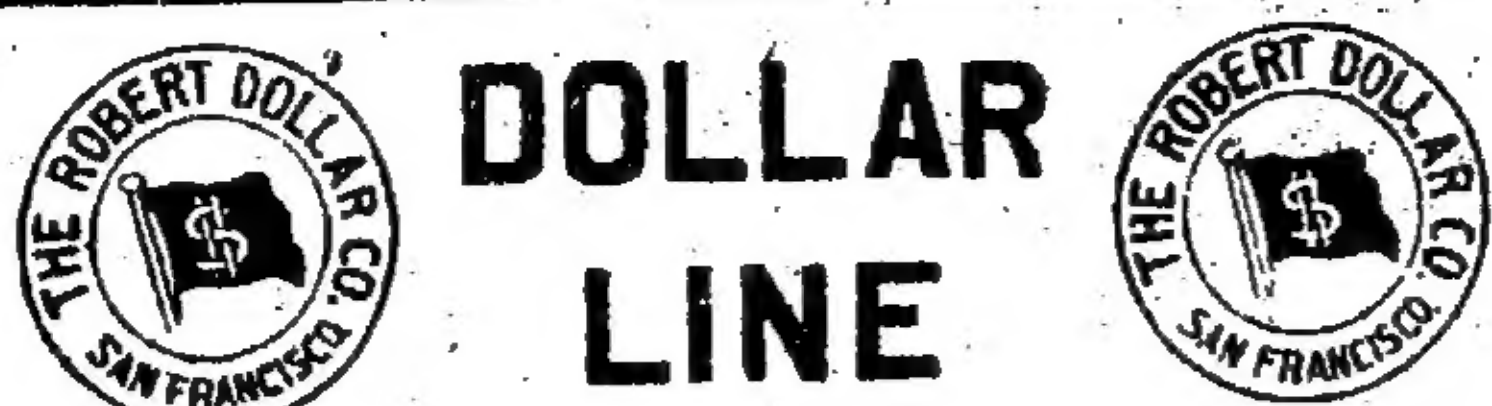
**THE ADMIRAL LINE,**  
5th FLOOR HOTEL MANSIONS BUILDING.  
Tel. Add.: Admirals. Telephone 2477 & 2478.

## AUSTRALIAN SHIPPING.

**CHINA-AUSTRALIA MAIL S.S. LINE.**

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.  
**S.S. "VICTORIA"** Sailing on 11th April.  
SPECIAL SAILING FOR SHANGHAI.  
**S.S. "HWAH PING"** Sailing on 18th March.  
For Freight and Passage apply to—  
**THE CHINA & AUSTRALIA S.S. CO. LTD.**  
Agents.  
Tel. 3307. 113, Connaught Road Central.

## PACIFIC SHIPPING.


**SAILINGS FROM HONGKONG FOR**  
**FOR NEW YORK VIA PANAMA.**

STEAMERS	SAILING DATE
"BESSIE DOLLAR"	MARCH 16TH.
"MELVILLE DOLLAR"	APRIL 15TH.

FOR VANCOUVER.

STEAMERS	SAILING DATE
"BESSIE DOLLAR"	MARCH 16TH.
"MELVILLE DOLLAR"	APRIL 15TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:—

**THE ROBERT DOLLAR Co.**

GENERAL POST OFFICE BUILDING  
THIRD FLOOR

TEL. 792.  
795.



## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	20,000	Mar. 15th.
SIBERIA MARU	20,000	Mar. 19th.
TENYO MARU	22,000	Apr. 3rd.
SHINYO MARU	22,000	Apr. 27th.
PERIA MARU	9,000	May 14th.

\* Calling at Dairen.

\* Omitting Shanghai.

**SOUTH AMERICAN LINE.**  
**HONGKONG TO VALPARAISO.**

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,700	Mar. 15th.
HAYO MARU	18,700	Apr. 9th.
SEIYO MARU	14,000	May 12th.

\* This steamer will carry cargo only.

For full information regarding passengers, freight, and sailings apply to:—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 &amp; 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

**STRUTHERS & DIXON, INC.**  
**GREEN STAR LINE**

Operating Far Eastern services for account of the  
**UNITED STATES SHIPPING BOARD.**  
TO NEW YORK & BALTIMORE.

"EURANA" ... 26th March.

TO SAN FRANCISCO (via MANILA.)

"WEST HENSHAW" ... 19th March.

TO SEATTLE &amp; VANCOUVER.

"WEST IVIS" ... 28th March.

Also, cargo accepted for Transshipment at San Francisco  
and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE.

PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.  
HONGKONG OFFICE—1st Floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.
**CHINA MAIL S.S. CO., LTD.**

"Incorporated in U.S.A."  
FREIGHT AND PASSENGERS  
S.S. "NANKING" 15,000 tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

**SAILING FROM**  
**HONGKONG for SAN FRANCISCO**

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
March 30th.	April 21st.	May 18th.

**SAILING FROM**  
**HONGKONG for MANILA**  
**S.S. "NANKING"** ... March 19th

**SAILING FROM**  
**HONGKONG for SINGAPORE**  
**S.S. "NILE"** April 3rd. **S.S. "CHINA"** April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,  
PRINCE'S BUILDING, ICE HOUSE STREET.  
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.  
No. 1934. No. 2161.

## PACIFIC SHIPPING.

**NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co. Ltd., &amp; China Mutual S. S. Co., Ltd.)

AND

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

Steamers	Sailing	22nd March	Calls at Boston.
"LAERTES"			
"KANDAHAR"		6th April.	
"CITY OF DUNKIRK"		20th April.	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.**  
**HONGKONG & CANTON REISS & CO. CANTON.**

**VEREENIGDE NEDERLANDSCHE SCHEEPVAART**  
**MAATSCHAPPIJ.**

(United Netherlands Navigation Company)

**HOLLAND-OOST AZIE LIJN**

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila  
and  
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
TJIMANOEK	March	Rotterdam & Hamburg	15th Mar.
ALDERAMIN	April	Amsterdam & Hamburg	10th April.
BOEROE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

**JAVA CHINA JAPAN LYN**
General Agents,  
York Building.
**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

**"VAN CLOON"**

will be despatched to  
Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.  
Wireless Telegraphy.

For freight and passage apply to:

**JAVA-CHINA-JAPAN LYN.**

Telephone No. 1574.

Agents.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-  
GRAPH COMPANY, LTD.

The following Unclaimed Tele-  
grams are lying here:—

Znax, from Osaka.  
Manwoolung, from Osaka.  
Yeeling Hotel Changmow-  
ching, from Shanghai.  
Liangsuekai c/o Compradore,  
Russian Bank, from Shanghai.  
Augustus from Shanghai.

Hongkongseng Shunchengshu,  
from Amoy.

Yuenhing, from Shanghai.

Chan Leung Chow c/o Hong-  
shan Kiusheung Club Pottinger  
Street or c/o Great Eastern Hotel,  
from Shanghai.

Jardine &amp; Co., from Shanghai.

Farias, from Kobe.

TH. KRING.

Superintendent.

Hongkong, March 10, 1921.

## SAILING DATES

Europe U.S.A., Etc.

Anyo M.	T. K. K.	Mar. 15
Tjimanoeck	J. C. J. L.	Mar. 15
Alloway	A. L.	Mar. 15
West Jappa	F. W. Co.	Mar. 15
Korea M.	T. K. K.	Mar. 15
Lake Onawa	A. L.	Mar. 15
Kaemun	B. & S.	Mar. 16
Telamon	B. L.	Mar. 16
Bessie D.	R. D. Co.	Mar. 16
Mishima M.	N. Y. K.	Mar. 18
Taiyuan	B. & S.	Mar. 18
Karmala	P. & O.	Mar. 19
Siberia M.	T. K. K.	Mar. 19
W. Henshaw	B. & S.	Mar. 19
Laertes	B. L.	Mar. 22
Akita M.	N. Y. K.	Mar. 22
E. of Japan	C. P. O. S.	Mar. 22
Mito M.	N. Y. K.	Mar. 24
Glenapp	J. M. Co.	Mar. 25
Eurana	S. & D.	Mar. 26
Kashmir	P. & O.	Mar. 26
Tjikembang	J. C. J. L.	Mar. 27
Crosskeys	A. L.	Mar. 27
Tango	N. Y. K.	Mar. 28
W. Ivis	S. & D.	Mar. 28
Nanking	C. M. Co.	Mar. 30
E. of Asia	C. P. O. S.	Mar. 31
Sado	N. Y. K.	Apr. 1
West Hika	A. L.	Apr. 3
Tenyo M.	N. Y. K.	Apr. 3
Vigo	B. L.	Apr. 4
Nankin	P. & O.	Apr. 4
Ningchow	B. & S.	Apr. 5
Eastern	P. & O.	Apr. 5
Cadaretta	A. L.	Apr. 5
Tyndareus	B. & S.	Apr. 6
Kandahar	B. L.	Apr. 6
Egremont	D. & Co.	Apr. 6
Monteagle	C. P. O. S.	Apr. 7
Hayo M.	T. K. K.	Apr. 9
Alderamin	J. C. J. L.	Apr. 10
Dunera	P. & O.	Apr. 11
Thesusus	B. & S.	Apr. 12
Glymont	A. L.	Apr. 15
Kitano M.	N. Y. K.	Apr. 17
Idomeneus	B. & S.	Apr. 19
Nikko M.	N. Y. K.	Apr. 19
Swazi	B. L.	Apr. 19
Ajax	B. & S.	Apr. 19
Atreus	B. & S.	Apr. 19
Kashima M.	N. Y. K.	Apr. 19
C. of Dunkirk	B. L.	Apr. 20

Japan, Coast Ports, Etc.

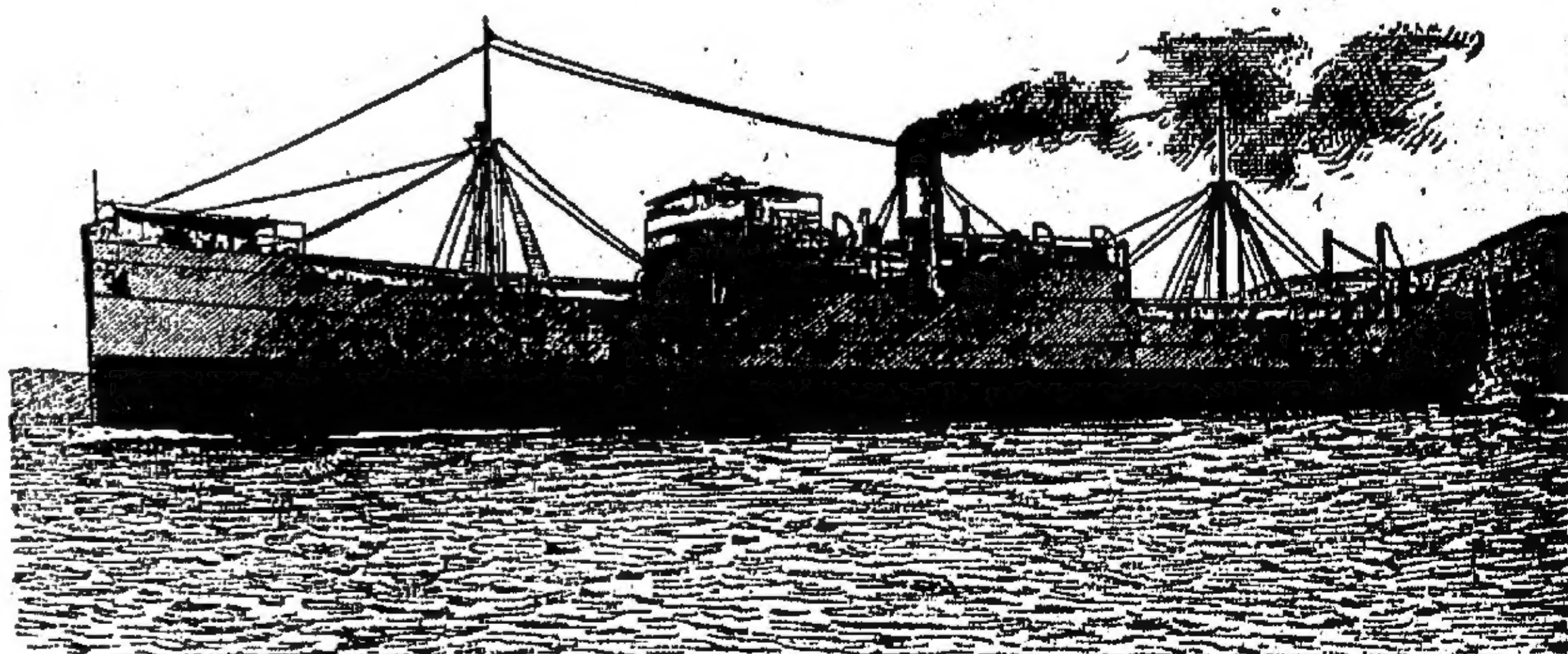
Tjihiwong	J. C. J. L.	Mar. 14
Khyber	P. & O.	Mar. 14
Nikko M.	N. Y. K.	Mar. 15
Haihung	D. L. Co.	Mar. 15
Szechuen	B. & S.	Mar. 15
Kueichow	B. & S.	Mar. 15
Luchow	B. & S.	Mar. 15
Taksang	J. M. Co.	Mar. 16
Tungshing	J. M. Co.	Mar. 16
Yatshing	J. M. Co.	Mar. 16
Bombay M.	N. Y. K.	Mar. 17
Hangsang	J. M. Co.	Mar. 17
Soochow	B. & S.	Mar. 17
Huichow	J. M. Co.	Mar. 17
Inaba M.	N. Y. K.	Mar. 18
Kaifong	B. & S.	Mar. 18
Cheongshing	J. M. Co.	Mar. 18
Loongsang	J. M. Co.	Mar. 18
Patern	P. & O.	Mar. 18
Haiching	D. L. Co.	Mar. 19
Chenan	B. & S.	Mar. 19
Namsang	J. M. Co.	Mar. 19
Tjitaroen	J. C. J. L.	Mar. 20
Hejin M.	N. Y. K.	Mar. 20
Coaxet	A. L.	Mar. 21
Nagato M.	N. Y. K.	Mar. 21
Mutoran M.	N. Y. K.	Mar. 22
Laisang	J. M. Co.	Mar. 22
Tjibolas	J. C. J. L.	Mar. 24
Borneo M.	D. & Co.	Mar. 24
Caleutta M.	N. Y. K.	Mar. 26
Tjileboet	J. C. J. L.	Mar. 26
Macassar D. & Co.		Mar. 28
Tjikini	J. C. J. L.	Mar. 29
Kamo M.	N. Y. K.	Mar. 31

**THE HONGKONG & WHAMPOA DOCK CO., LTD.**

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;  
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager.

**R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG**



Shipping to Europe, Australia, and other Ports.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CRYSTON, INDIA, PERSIAN GULF, WEST INDIES, M. BRITISH, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KARMALA	9,000	19th Mar.	M's, London & Antwerp
KASHMIR	9,000	26th Mar.	M's, London & Antwerp
NANKIN	7,000	4th Apr.	M's, London & Antwerp
DUNERA	5,400	11th Apr.	S'pore, Colombo & B'bay.

## BRITISH INDIA-APCAR SAILINGS (South)

ARRATONA	4,510	17th Mar.	Calcutta via Singapore, Penang and Rangoon.
KANOWNA	7,000	2nd May	

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

EASTERN	4,000	5th Apr.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney
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## SAILINGS TO SHANGHAI &amp; JAPAN.

KHYBER	9,000	14 Mar. 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
EASTERN	4,000	18th Mar.	Japan direct.

## WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. X 24 ft. X 12 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO**  
Agents,  
22, Des Voeux Road Central.

## N. Y. K.

### NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Wednesday, 20th Apr., at 11 a.m.

SUWA MARU, Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 31st May at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU, Friday, 18th Mar., at 11 a.m.

SADO MARU, Friday, 1st April, at 11 a.m.

KITANO MARU, Friday, 15th April, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU, Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU, Monday, 28th Mar., at 11 a.m.

NIKKO MARU, Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez, Tuesday, 22nd March.

AKITA MARU, Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

WAKASA MARU (Sailing from Singapore) Friday, 29th April.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU, Thursday, 17th March.

CALCUTTA MARU, Saturday, 26th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU, Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU, Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU, Friday, 18th March, at 11 a.m.

HEIJIN MARU (Kobe only) Sunday, 20th March.

NAGATO MARU, Monday, 21st March.

KAMO MARU, Thursday, 31st Mar. at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

## JAVA-CHINA-JAPAN LIJN



Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected at or about	Will leave on or about	For
Tjilong	Shanghai	in port	14th Mar.	Java
Tjitaroom	Java	in port	20th Mar.	Japan
Tjibodas	Java	18th Mar.	24th Mar.	Shanghai
Tjileboet	Japan	22nd Mar.	26th Mar.	Java
Tjikini	Shanghai	27th Mar.	29th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING  
**JAVA PACIFIC LIJN.**  
NEXT SAILING.

Steamer	From	Expected at or about	Will leave on or about	For
Tjikembang	Java	25th Mar.	27th Mar.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1374.

Yock Buildings.

Shipping to Europe, Australia, and other Ports.

## DODWELL & CO., LTD.

### STEAMSHIP SERVICES.

Regular Sailings to

FOR NEW YORK and or BOSTON.

### S.S. "EGREMONT CASTLE"

Sailing on or about 6th April.

### LLOYD TRIESTINO.

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 20th April.

Passengers Luggage can be insured at the office of the Agents

### NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONKONG &amp; JAVA.

FOR JAVA.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "MACASSAR MARU" Sailing on or about 28th Mar.

### OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

### NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—  
**DODWELL & CO., LTD., Agents.**

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	14th March.	18th March.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36.

Agents.

### "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

For	Steamer.	Sailing.
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG	"VIGO"	4th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS & Co. Canton

General Agents.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS.

Vessel.	Due Hongkong.
"CARNARVONSHIRE"	18th March.
"PEMBROKESHIRE"	22nd March.
"GLENIFFER"	12th April.
"GLENLYLE"	28th April.

## HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENARIFFE"	30th Mar.	GENOA, LONDON & ROTTERDAM.
"GLENAPP"	25th Mar.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

## INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Tungshing	Wed., 16th Mar. at d'light.
HAIPHONG via Hoihow	Taksang	Wed., 16th Mar. at 10 a.m.
STRAITS & Calcutta	Yatsing	Wed., 16th Mar. at 3 p.m.
SHANGHAI & Tsingtau	Hangsang	Thur., 17th Mar. at d'light.
KOBE via Shanghai	Namsang	Sat., 19th Mar. at d'light.
TIENSIN	Cheongsing	Fri., 18th Mar. at d'light.
MANILA	Loongsang	Fri., 18th Mar. at 3 p.m.
STRAITS & Calcutta	Laisang	Tues., 22nd Mar. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

## CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Wednesday, 16th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "LAISANG" will be despatched on or about Tuesday 22nd Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MALRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
TIENSIN	Kueichow	15th Mar. at d'light.
SWATOW & BANGKOK	Luchow	15th Mar. at 10 a.m.
SHANGHAI & PUKOW	Szechuen	15th Mar. at noon.
SHANGHAI	Sochow	17th Mar. at noon.
WWEI, CHEFOO & TTSIN	Huichow	17th Mar. at 3 p.m.
H'HOW, PHOI & H'PHONG	Kailong	18th Mar. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	19th Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtau weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Agents.

Telephone No. 36.

Hongkong Mar., 14, 1921.

## DOUGLAS STEAMSHIP CO. LTD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiphong	W. C. Passmore	TUES. 15th Mar. at noon.
Haioong	W. Couper	FRI. 18th Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

## THE EAST ASIATIC CO., LTD. COPENHAGEN.

M. S. "INDIEN" will be loading about middle of March for Copenhagen taking cargo on through Bills of Lading to Hamburg, Scandinavian and Baltic destinations at conference Rates.

For space and particulars please apply to

**THORESEN & CO.**

Agent.

## MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The N. Y. K. s.s. INABA MARU (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The s.s. ELPENOR (Blue Funnel Line) left Suez on 24th inst. for Hongkong and is due here on 20th Prox.

The B. L. s.s. SATSUMA, is due to arrive here from Shanghai on or about March 15th.

The B. L. s.s. ALLOWAY, is due to arrive here from New York on or about March 20th.

The A. L. s.s. GLYMONT, is due to arrive here from Saigon on or about March 15th.

The A. L. s.s. LAKEONAWA, is due to arrive here from Saigon on or about March 25th.

The N. Y. K. s.s. BOMBAY M. (Bombay Line) left Kobe for this port via Moji on the 8th March and is expected here on the 16th March.

The N. Y. K. s.s. MISHIMA M. (European Line) left Yokohama for this port via Moji and Shanghai and is expected here on the 17th March.

The T. K. K. s.s. TENYO M. arrived at Yokohama on the 9th instant and sails 11th instant, being due at Hongkong on the 20th instant.

The s.s. ANTILOCHUS (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 24th inst.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 9th Mar. at 2.30 p.m. left there 9th Mar. at midnight and is due at Hongkong on 17th Mar. at 7 a.m.

The R. M. S. MONTEAGLE, arrived at Shanghai on 9th Mar. left there 11th Mar. and is due at Hongkong on 14th March.

The s.s. KEEMUN, (Blue Funnel Line) left Yokohama on 10th inst. for London, Amsterdam & Hamburg via Hongkong. Vessel is due here on 15th inst. and will sail, as above, on 16th inst.

The T. K. K. s.s. PERSIA M., arrived at Yokohama on the 9th instant and sails 11th instant for Honolulu and San Francisco.

The s.s. ARRATON APCAR left Moji for this Port on the 11th instant at morning and is due here on the 16th instant at about morning.

The N. Y. K. s.s. HEIJIN M. (Calcutta Line) left Singapore for this port on the 11th March and is expected here on the 19th Mar.

The s.s. EGREMONT CASTLE, from New York arrived at Shanghai on the afternoon of the 11th and is expected to arrive here on or about 19th inst.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Manila for this port on the 12th March and is expected here on the 14th March.

The A. L. s.s. CADARETTA, is due to arrive here from Saigon on or about April 5th.

The A. L. s.s. CROSSKEYS, is due to arrive here from Seattle Wash. on or about April 6th.

The A. L. s.s. COAXET, is due to arrive here from Portland Ore. on or about April 5th.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez, on the 26th February, and is expected here on the 10th April.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

Arnold, Care, American Express Retransmitted from Manila, from Vladivostok.

Beaumont, from Saigon, Brehm, from Shillong.

Ethel



## SHIPPING.

## VESSELS ARRIVED.

The FOO SHING arrived this morning from Bangkok with 2,480 tons of rice.

The TELEMACHUS from Saigon brought this morning 2,000 tons of rice.

From Hongay the WASHIN M. delivered here 200 tons of coal this morning.—Mooring C 33.

The s.s. TYNDAREUS arrived yesterday from Vancouver with 2,980 tons of cargo for Hongkong and 119 bags of mails.—Mooring Holt's wharf.

The IDOMENEUS from Liverpool consigned here yesterday 239 bags of mails and 1,315 tons of general merchandise for Hongkong.—Mooring A 28.

From Bangkok the LUCHOW, delivered 640 tons of rice on Saturday.—Mooring C 15.

From London the KYBER brought yesterday 550 tons of general merchandise and mails for Hongkong.

The ALLINGA arrived yesterday with 2,000 tons of rice for Hongkong from Saigon.—Mooring C 19.

The BENLAVERS came yesterday from London with 800 tons of cargo and 12 bags of mails.

The MONTAGLE arrived this morning from Vancouver with 965 tons of herring, automobiles, etc. for Hongkong. She had 19 first-class and 39 second-class passengers and mails for the Colony.—Mooring Kowloon wharf.

The LAKE GILPEN from Calcutta brought gunnies, rice, etc. for Hongkong yesterday.

## PASSENGERS ARRIVED.

Per P. and O. s.s. Khyber, from London.—Lt. Comdr. V. Alleyne, Mr. and Mrs. J. C. Anderson, Mr. C. J. Baker, M. E. C. Barnes, Miss H. Belbringer, Mrs. E. V. Bishop, Lieut. G. Boulbee, Mr. J. Bowie, H.E.A. Mr. E. Brading, E.R.A. Mr. L. Bullock, E.R.A. Mr. Campling, Mr. and Mrs. G. H. Charleston and two children, Mr. and Mrs. R. F. Chester-Master and two children, Dr. and Mrs. M. W. Chell, Miss H. Clarke, Col. Hon. Edward Coke, Mr. E. G. Cook, Shipwright, Mr. W. Coleman, C.E.R.A., Mrs. D. Corcoran, Mr. J. J. Corin, Mr. F. Coulson, E.R.A., Miss M. E. Darley, Mr. and Mrs. C. P. Dawson, Mr. and Mrs. G. C. Denham, Mr. M. Dowis, C.E.R.A., Mr. E. Flower, E.R.A., Maj. Gen. Sir J. Fowler, Lady Fowler, Mr. W. Frith, Mrs. Garcia and child, Mr. S. Gavin, Mr. E. German, E.R.A., Nov. and Mrs. W. W. Gibson and two children, Mr. J. A. Goetzee, Lieut. A. S. Godley, Mr. and Mrs. A. M. Goodman, Mrs. Grayburn and infant, Mr. A. Hamilton, E.R.A., Mr. F. Harding, C.P.O., Mr. J. Hanlon, E.R.A., Lt. Comdr. J. Harrison, Lieut. J. Heath, Mr. G. Hill, E.R.A., Mr. E. Hoar, E.R.A., Dr. and Mrs. A. M. Hooker, child and infant, Mr. H. Horn, C.P.O., Mr. L. Hutchins, E.R.A., Mr. J. M. Jack, Mr. W. Jenkinson, junr., Mr. J. Joule, Mr. J. Keorst, Shipwright, Mr. F. Knott, Mr. and Mrs. Lawson and child, Mr. M. Little, Mr. A. MacGowan, Mr. J. H. Maconn, Mr. D. Mathieson, Mr. W. G. Maxwell, Mr. and Mrs. S. F. Mayers, Mr. and Mrs. B. S. Muller, Miss Parry, Mr. and Mrs. T. D. Parsons, Mr. J. E. Perkins, Mr. W. J. Perkins, Mr. and Mrs. Phillips and child, Mrs. G. Pike, Mr. C. H. Piroth, Mrs. B. W. E. Powell and two children, Mr. J. Pullen, E.R.A., Mr. W. Rogers, E.R.A., Mr. C. Rowe, E.R.A., Mr. B. Rowe, C.E.R.A., Mr. and Mrs. G. W. Russell, Miss Stott, Mr. P. Simpson, E.R.A., Mr. W. Sloan, C.E.R.A., Lieut. E. R. St. Aubyn, Miss M. Smith, Mr. E. S. Spencer, Mr. and Mrs. O. Stonor, Mrs. Syme-Thomson, Mr. W. Tapp, C.P.O., Mr. J. Thompson, E.R.A., Mr. T. Thowles, E.R.A., Mr. C. Trickett, C.E.R.A., Engr.-Lt. F. Tritton, Mr. G. M. Turrell, C.P.O., Mr. S. Usher, Shipwright, Mr. J. Walsh, E.R.A., Mr. W. Ward, Shipwright, Mr. H. Watson, E.R.A., Dr. and Mrs. W. R. Watson and two infants, Dr. and Mrs. Webb Anderson and child, Mr. D. H. White, junr., Lieut. L. W. Whitehorn, Lieut. A. G. Wilson.

## POST OFFICE.

Telegraphic communication with Gap Hook Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Australia & Manila—Per TAI YUAN, 15th Mar.

Saigon—Per CHILL, 15th Mar.

Shanghai—Per SOOCHOW, 15th Mar.

U.S.A. & Manila—Per COLOMBIA, 15th Mar.

Japan—Per ARRATOON APCAR, 16th Mar.

Japan—Per BOMBAY M., 16th Mar.

Japan & Shanghai—Per MISHIMA M., 17th Mar.

Straits—Per CHENAN, 17th Mar.

Europe via Suez (Letters and Newspapers London 17th Feb.)—Per INABA M., 18th Mar.

## OUTWARD MAILS.

## To-morrow.

Swatow, \*Shanghai & \*N. China—Per TUNGSHING, 5 p.m.

Shanghai, N. China & Japan—Per CHILL, 5 p.m.

\*Swatow—Per CHONGVA, 8 a.m.

Amoy, \*Shanghai & \*N. China—Per SZECHUEN, 10 a.m.

Swatow & Bangkok—Per LUCHOW, 9 a.m.

Swatow, Amoy and Foochow—Per HATHONG, 11 a.m.

Japan—Per NIKKO M., 10 a.m.

Philippine Islands—Per TJIMANOCK, 10 a.m.

\*Japan, \*Honolulu, \*Canada, \*United States, \*Central & \*S. America, \*Europe via San Francisco—Per ANYO M., Reg. 9.15 a.m. Letters 10 a.m.

\*Shanghai, N. China, Dairen, \*Japan, \*Canada, \*United States, \*C. & \*S. America & \*Europe via Victoria—Per ALABAMA M., Reg. 9.15 a.m. Letters 10 a.m.

Shanghai & North China, Japan, Honolulu, Canada, United States, Central & South America & \*Europe via San Francisco—Per KOREA M., Reg. 9.45 a.m. Letters 10.30 a.m.

## Wednesday, 16th Mar.

Straits, Bangkok, Calcutta & Aden—Per YAT SHING, 2 p.m.

Hoihow and Haiphong—Per TAK SANG, 9 a.m.

Shanghai & N. China—Per HANG SANG, 5 p.m.

## Thursday, 17th Mar.

Wei Hai Wei & Tientsin—Per HUI CHOW, 2 p.m.

Shanghai and N. China—Per SOOCHOW, 11 a.m.

Tientsin—Per HUI CHOW, 2 p.m.

## Friday, 18th Mar.

\*Shanghai, \*N. China & \*Japan—Per NAMSANG, 3 p.m.

Philippine Islands—Per LOONG SANG, 2 p.m.

Swatow, Amoy and Foochow—Per HALOONG, 11 a.m.

Shanghai, N. China & Japan—Per INABA M., 9.30 a.m.

Straits, \*Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Marseilles—Per KARMA-LA, Reg. 5 p.m. Letters 19th 8.30 a.m.

The Parcel Mail will be closed on Friday 18th March at noon.

\*Correspondence bearing vessel's names only.

## METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer .....	30.14	30.11
Temperature .....	63	66
H. m. dry .....	52	66
Wind Direction E.S.E.	E.	E.
Wind Force .....	3	3
Weather .....	b	b
Rain .....	0.00	0.00
Highest open air .....		
Temperature on the 13th	65	
Lowest open air .....		
Temperature on the 14th	59	

T. F. OLAXTON, Director.  
H.K. Observatory, Mar. 14.

## EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

## SELLING.

T/T Demand	2/4
4 m/s	2/4 1/2
30 d/s	2/4 1/2
T/T Shanghai	Nom.
T/T Singapore	101
T/T Japan	91
T/T India	180 1/2
Demand, India	
T/T San Francisco & New York	45 3/4
T/T Java	130 1/2
T/T Manila	Nom.
T/T France	6.25
Demand, Paris	

## BUYING.

4 m/s. L/C	2/5 1/2
4 m/s. D/P	2/6 1/4
6 m/s. L/C	2/6 1/2
30 d/s. Sydney and Melbourne	2/7 1/2
30 d/s. San Francisco & New York	48
4 m/s. Marks	Nom.
4 m/s. France	6.85
6 m/s. France	7.05
Demand, Germany	
Demand, New York	45 3/4
T/T Bombay	Nom.
Demand, Bombay	180 1/2
T/T Calcutta	Nom.
Demand, Calcutta	180 1/2
On Yokohama	94
Demand, Manila	103 1/2
Demand, Singapore	101
On Haiphong	Nom.
On Saigon	89 1/2
On Bangkok	Nom.
Sovereign	Nom. 8.25
Gold leaf per Tael	52.40
Bar Silver, ready	32 1/2
forward	32
Bank of England rates 7%	
New York/London	3.91

## SUBSIDIARY COINS.

H'kong 50 cts. pieces	par.
10 "	1/10 p.m.
5 "	1. dis.
Canton subedins	14.6% dis.

Hongkong Mar. 14, 1921.

## WEATHER REPORT.

Mar 14d. 12h 17m.—Pressure has decreased slightly at Shanghai, and increased slightly over the Philippines and Formosa. It is nearly stationary at other reporting stations.

The anticyclone is now central over the Yellow Sea.

The monsoon is interrupted to the north of Foochow. It will remain fresh over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day. 0.00 inch. Total since January 1st, 2.70 inches, against an average of 4.14 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. & N.E. winds, fresh; fresh to cloudy.
2 Formosa Channel	N.E. winds strong.

3 South coast of China between H.K. & Lamock.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	E. winds, moderate.

T. F. CLAXTON—Director.

H.K. Observatory, Mar. 14, 1921.

## TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the a. o. routine will be carried out with the flag "Z", on the storm-signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours east Greenwich).

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

## OPERATING—

THE HONGKONG HOTEL,  
HOTEL MANSIONS,  
THE REPULSE BAY HOTEL.

AND THE

HONGKONG HOTEL GARAGE

J. H. TAGGART,  
Manager.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA"  
J. WITCHELL,  
Manager.

## THE PEAK HOTEL.

530 FEET ABOVE SEA LEVEL  
15 MINUTES FROM LANDING STAGE.  
UNDER THE MANAGEMENT OF  
MRS. BLAIR.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.  
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HONGKONG

## WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

System	1920.	1921.
System	15.2 Below	20.2 Below
System	25.3 Below	25.5 Below
System	14.4 Below	6.5 Below
System	32.4 Below	11.2 Below
System	34.6 Below	27.3 Below
System	17.1 Below	20.4 Below

Consumption of water in the City and Hill District in millions and decimals of million during the month of Feb. 1920. 1921.

Estimated population	1920.	1921.
Estimated population	180,200	186,610 M. ga.
Consumption per head per day	278.100	186.700
Consumption per	22.3	24.9
Constant supply in all districts during Feb. of both 1920 and 1921		

KOWLOON WATERWORKS LEVEL.

System	1920.	1921.
System	12.0 Below	6.2 Below
System	12.0 Below	6.2 Below
System	12.0 Below	6.2 Below
System	12.0 Below	6.2 Below
System	12.0 Below	6.2 Below
System	12.0 Below	6.2 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

System	1920.	1921.
System	282.24	230.22
System	41	57
System	141.06	6.25
System	712.36	1,108.10
System	5.18	6.65
System	22.34	23.65
Total	1,118.08	1,428.07

Consumption of water in Kowloon in millions and decimals of gallons during the month of Feb.

System	1920.	1921.
System	45.31	37.14 M. gallons
Estimated population	104,900	106,700
Consumption per head per day	14.9	12.3
Consumption per	14.9	12.3

The Government Analyst's reports show that the water is excellent quality.

T. L. PERKINS,  
Water Authority.

## ENTERTAINMENTS.

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"THE IRON TEST"

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